



THE CITY OF SAN DIEGO



barrio logan

COMMUNITY PLAN

AND LOCAL COASTAL PROGRAM

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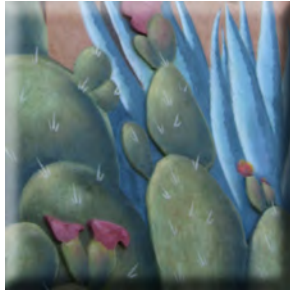
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CHAPTER ONE introduction

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Barrio Logan is one of the oldest and most culturally-rich urban neighborhoods in San Diego. From historic beginnings in the latter part of the 19th century to the vibrant mix of uses and people who reside and work in Barrio Logan, the neighborhood has played a vital role in the City's development. The Barrio Logan community is a living example of the change and evolution that have continuously shaped the area's cultural heritage, development patterns, economic opportunities, and social fabric. The Community Plan respects and builds upon the past while planning for the needs of future residents, businesses and institutions.

The Barrio Logan Community Plan and Local Coastal Program (Plan) is designed to guide growth and redevelopment within Barrio Logan. The Plan is a revision of the Barrio Logan/Harbor 101 Community Plan adopted by the City Council in November 1978 and incorporates a revision to the Barrio Logan Local Coastal Program Land Use Plan adopted by the San Diego City Council in November 1979. Any amendments, additions or deletions to this plan will require that the Planning Commission and City Council follow the City of San Diego General Plan (General Plan) procedures regarding plan amendments.

PLAN GOALS

- A blueprint for development that builds on Barrio Logan's established character as a mixed-use, working neighborhood.
- Land use, public facilities, and development policies for Barrio Logan, as a component of the City of San Diego's General Plan;
- Strategies and specific implementing actions to help ensure that the Community Plan's vision is accomplished;
- Detailed policies that provide a basis for evaluating whether specific development proposals and public projects are consistent with the Plan;
- Guidance that facilitates the City of San Diego, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities.
- Detailed implementing programs including zoning regulations and a public facilities financing plan.

While this Plan sets forth procedures for implementation, it does not establish regulations or legislation, nor does it rezone property. Controls on development and use of public and private property including zoning, design controls, and implementation of transportation improvements are included as part of the plan implementation program.

Zoning used to implement this Community Plan complies with the General Plan policies (See GP LU-F.1). Proposals within this Plan have been coordinated with and are consistent with the General Plan. Periodic comprehensive reviews of the General Plan may affect the Barrio Logan Community Plan and Local Coastal Program.

This Plan should not be considered a static document. It is intended to provide guidance for the orderly growth and redevelopment of the Barrio Logan community. In order to respond to unanticipated changes in environmental, social or economic conditions and to remain relevant to community and City needs, the Plan should be monitored and amended when necessary.

Two additional steps are included as part of the adoption: Implementation and Review. Implementation is the process of putting Plan policies and recommendations into effect. Review refers to the process of monitoring the community development and growth conditions and recommending changes to the Plan as these conditions change.

Guidelines for implementation are provided in the Plan, but the actual work must be based on a cooperative effort of private citizens, developers, city officials and other agencies. It is contemplated that the residents and businesses of Barrio Logan and other private citizen and institutional organizations will provide the continuity needed for a sustained, effective implementation program.



1.1 COMMUNITY PROFILE

SOCIAL AND HISTORICAL CONTEXT

Barrio Logan, once called Logan Heights due to its connection to the community now east of Interstate 5, has a long history as a working-class Mexican-American waterfront community. Its early days as a base of homes and businesses for primarily Mexican immigrant workers helped shape the community into an important working waterfront neighborhood.

As the community built up around maritime uses, such as tuna canning, military industries, and the Navy, the influx of Mexican migrant workers created a dominant presence in Barrio Logan in the 1910s and 1920s. Many industries relied on the laborers that settled in Barrio Logan and set up neighborhood shops and services.

The growth of the shipbuilding industry and Naval operations, rezoning of the neighborhood to include heavy industrial and commercial uses, and the growth in the construction industry changed the character of Barrio Logan during and after World War II.

The construction of Interstate 5 and the San Diego-Coronado Bay Bridge (State Route 75) in the 1960s fragmented the community into smaller areas that were cut off from each other. These events, together with other impacts on the

social and physical well-being of the residents, culminated with a neighborhood revolt that shaped the creation of Chicano Park during the early 1970s. With its collection of maritime industrial uses, small-scale residential, local retail, and community facilities, Barrio Logan's particular existing land use mix is unique. However, it is the distribution and pattern of these existing land uses that distinguish Barrio Logan and define its distinctive character. The rezoning of the majority of Barrio Logan to industrial zones in the 1960s attempted to simplify the land use pattern of the neighborhood by removing the residential uses through regulatory means. However, while some properties transitioned into industrial uses, many of the residential uses that pre-dated the rezone remained, and commercial and community amenities developed to serve the residential population. While there are conflicts between industrial and residential uses, the mixed pattern of land uses serves as a defining element of the neighborhood. Barrio Logan is primarily a neighborhood with uses mixed side-by-side that provides interest, variety, and identity to the area. This development pattern also provides the opportunity for neighborhood services and jobs to be located in close proximity to residences and transit stops, supporting the "City of Villages" General Plan concept.



Development of Chicano Park



The San Diego Coronado Bay Bridge built in the 1960s



CP Kelco Industries along the Bayfront





REGIONAL AND LOCAL CONTEXT

The community is positioned between Downtown San Diego to the north, Interstate 5 to the east, as well as the Unified Port of San Diego and United States Naval Base San Diego along San Diego Bay to the west, and National City to the south (Figure 1-1, Regional Location and Figure 1-2, Barrio Logan and Surrounding Neighborhoods).

Barrio Logan comprises approximately 1,000 acres. The Port of San Diego and Naval Station San Diego comprise 562 acres or 52 percent of the land area contained within the community planning area.

The City does not have land use authority over the Port of San Diego or the United States Navy properties. Barrio Logan is in the Local Coastal Zone and subject to the California Coastal Act which is implemented by the Barrio Logan Local Coastal Program.

The Barrio Logan waterfront remains part of the city's core industrial area and contains a significant amount of the city's remaining industrial land. Since the 1880s, the waterfront has played an important and dynamic role within the city's economy and land use system, providing critical land for new and changing maritime and naval

industries, and is the last area of the city still suited for this purpose. Along the waterfront, almost half of the land area is controlled by state regulations that only allow maritime-related uses as permanent activities that service the Port. Establishing space for Maritime-oriented Productions and Repair (MPR) activities that is protected from encroachment by other uses responds to existing policy set forth in the city's General Plan, particularly the Economic Prosperity Element that includes the following pertinent policies:

EP-J.9. Retain land uses to support waterfront commerce and industry that provide for U.S. Naval operations, ship repair, and the movement of waterborne goods.

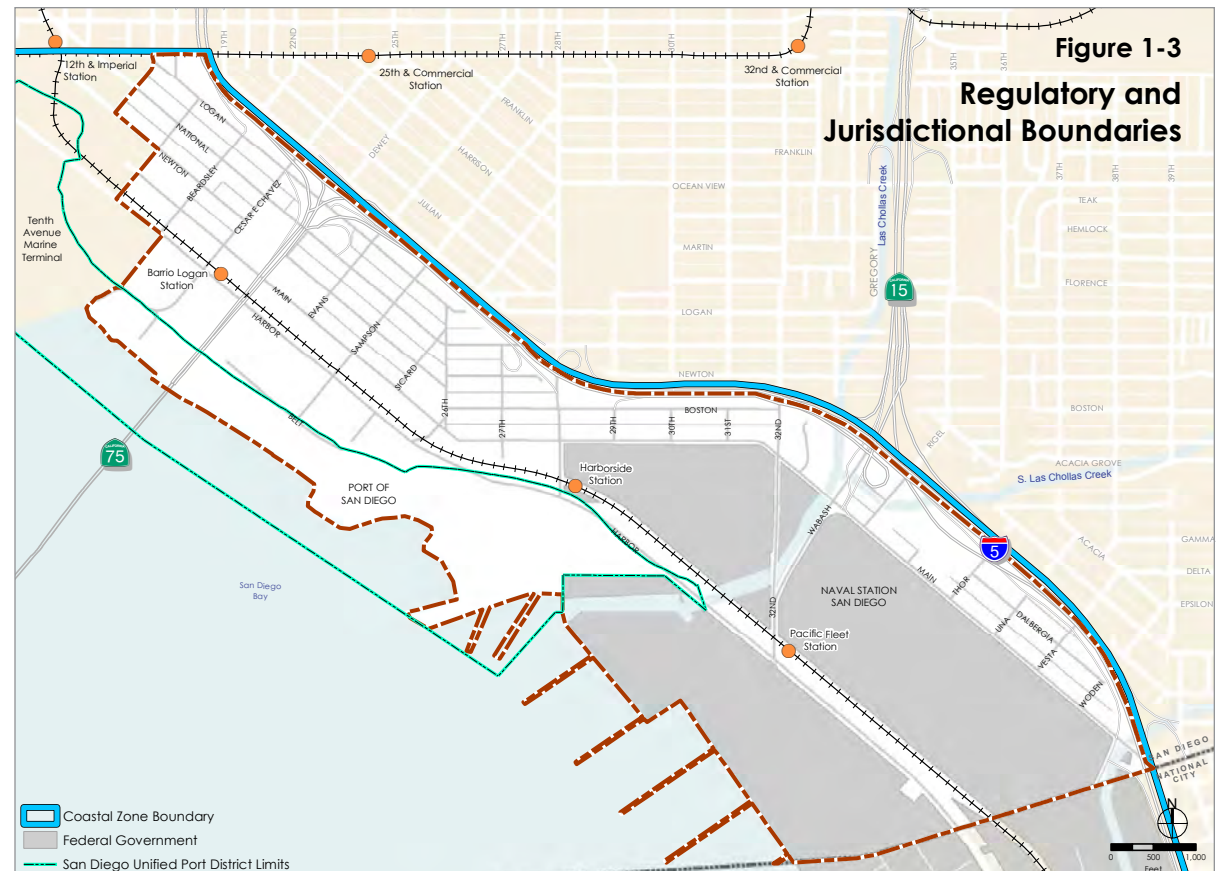
EP-J.10. Protect and promote good working-waterfront jobs that provide self-sufficient wages.

GENERAL PLAN: GUIDING PRINCIPLES

- Compact and walkable mixed-use villages of different scales within communities;
- Employment centers for a strong economy;
- An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;
- High quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors;
- Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;
- Historic districts and sites that respect our heritage;
- A high aesthetic standard;
- An open space network formed by parks, canyons, river valleys, habitats, beaches, and the Pacific Ocean;
- Diverse residential communities formed by the open space network; and
- A clean and sustainable environment

COMMUNITY PLAN: GUIDING PRINCIPLES

- Diverse housing opportunities for Barrio residents
- Strong neighborhood economy
- Compatible mix of land uses
- Healthy environment
- Safe, efficient streets for people
- Respect of historic and cultural resources
- Community connections



1.2 GENERAL PLAN PRINCIPLES

The General Plan provides a long-range framework for how the City of San Diego will grow and develop over the next 30 years. A foundation of the General Plan is the City of Villages strategy which encourages the development or enhancement of mixed-use activity centers, of different scales, that serve as vibrant cores of communities and are linked to the regional transit

system. A Community Village designation is included in this plan. Additional information on the Community Village can be found in the Land Use Element. In order to reduce impacts associated with collocation, the Plan also includes a Transition Zone. Policies and guidelines pertaining to the Transition Zone can be found in the Land Use and Economic Prosperity Elements.



1.3 LEGISLATIVE FRAMEWORK

RELATIONSHIP TO THE GENERAL PLAN

The Barrio Logan Community Plan is intended to further express General Plan policies in Barrio Logan through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. Specific General Plan policies are referenced within the Community Plan to emphasize their significance in the community, but all applicable General Plan policies may be cited in conjunction with the Community Plan. The two documents work together to establish the framework for growth and development in Barrio Logan. The Municipal Code implements the Community Plan policies and recommendations through zoning and development regulations.

RELATIONSHIP TO OTHER AGENCIES

Barrio Logan's waterfront is under the land use jurisdiction and ownership of the United States Navy and the San Diego Unified Port District. Property under the jurisdiction of the San Diego Unified Port District is subject to the Port Master Plan as shown in Figure 1-3, Regulatory and Jurisdictional Boundaries. The state allows the San Diego Unified Port District to lease Port tidelands for industrial and commercial related uses. State law precludes residential uses from being developed on Port Tidelands.

CALIFORNIA COASTAL RESOURCES

The Barrio Logan Community is entirely within the Coastal Zone boundary under the jurisdiction of the California Coastal Commission with the exception of the Port of San Diego and the Naval

Base San Diego (See Figure 1-3).

The California Coastal Plan designates the Barrio Logan area as a "community with special qualities of greater than local significance." The designation reflects the community's opportunities for low- and moderate-income housing, the importance of the adjacent bayfront industries to the region, and its cultural and historical heritage as a Chicano community. The Community Plan and zoning regulations for Barrio Logan comprise the Local Coastal Plan for Barrio Logan and are consistent with the Local Coastal Program including the policies, standards, and implementation programs established for the seven elements contained within the Local Coastal Act. Table 1-2 identifies the location goals, discussions, and policies specifically related to key coastal issues within the Community Plan Elements.

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TABLE 1-1 GENERAL AND COMMUNITY PLAN ELEMENTS

GENERAL PLAN ELEMENTS	BARRIO LOGAN COMMUNITY PLAN ELEMENTS
Land Use and Community Planning	Land Use
Mobility	Mobility
Urban Design	Urban Design; Arts and Culture
Economic Prosperity	Economic Prosperity
Public Facilities, Services and Safety	Public Facilities, Services and Safety
Recreation	Recreation
Conservation	Conservation
Noise	Noise
Historic Preservation	Historic Preservation

TABLE 1-2 COASTAL ISSUE AREA AND COMMUNITY PLAN ELEMENTS

BARRIO LOGAN COMMUNITY PLAN ELEMENT	COASTAL ISSUE AREA
Conservation Element	Natural Resources Scenic Resources Water Quality Public (Coastal) Access
Land Use Element	Industrial Development Planning and Locating New Development
Recreation Element	Recreation
Mobility and Urban Design Element	Public (Coastal) Access

1.4 PLANNING PROCESS

In order to ensure that the Barrio Logan Community Plan was a community-driven update, the City conducted a three-year community outreach process, where a wealth of valuable community information was received through community outreach meetings. The Community Plan Update Stakeholder Committee convened the public discussion to assist in issue identification and development of plan goals and policies. Broad public input was obtained through a series of workshops where residents, employees, property owners, as well as representatives of advocacy groups and the surrounding neighborhoods, weighed in on issues and provided recommendations. The update process included extensive community and policymaker engagements that were conducted in English and Spanish. The community confirmed its values and developed a set of planning principles that were used as criteria in creating land use scenarios.



Community Workshops drew a diverse group of community members

1.5 ENVIRONMENTAL IMPACT REPORT

The Barrio Logan Community Plan and Local Coastal Program Environmental Impact Report (EIR) provides a programmatic assessment of potential impacts occurring with the implementation of the Community Plan, pursuant to the California Environmental Quality Act (CEQA). Because Barrio Logan is an urban area, the nature of impacts primarily relates to the changes in land use, use intensity and traffic rather than effects on natural resources. Potential impacts were anticipated during preparation of the Community Plan, and many of the policies and implementing regulations were designed to reduce or avoid such impacts.

1.6 PLAN ORGANIZATION

The Community Plan is organized into the following ten **Community Plan Elements**:

- Land Use
- Mobility
- Urban Design
- Economic Prosperity
- Public Facilities, Services and Safety
- Recreation
- Conservation
- Noise
- Historic Preservation
- Arts and Culture

An overall introduction and implementation chapters are also included. The elements are divided into the following major sections:

Introduction: provides a summary of key community issues specific to the element

Goals: express the broad intent and results of implementing policies, recommendations and guidelines.

Policies: reflect the specific direction, practice, guidance, or directives that may need to be developed further and/or carried out through implementing plans by the City, or another governmental agency.

1.7 HOW TO USE THE PLAN

The Barrio Logan community plan provides a long-range physical development guide for elected officials, property owners and citizens. The plan contains specific goals and policies to provide direction on what types of future uses and public improvements should be developed in Barrio Logan. When using this community plan to develop projects or determine what uses are appropriate for a site, the applicable zoning regulations found in the City's Land Development Code along with the Barrio Logan Public Facilities Financing Plan should also be reviewed to ensure full implementation of this plan.



CHAPTER TWO

land use element

IN THIS CHAPTER

Goals

Land Use Distribution

Land Use Existing and Planned

Residential

Commercial

Institutional

Industrial

Airport Land Use Compatibility

Specific Neighborhood Guidelines

The Land Use Element of the Barrio Logan Community Plan contains detailed descriptions and distributions of land uses as they are tailored to Barrio Logan and provides refined residential densities, a delineated Community Village center, and specific policies for the development of commercial, industrial, and institutional uses.

Barrio Logan's particular land use mix is unique to the region, with its collection of maritime and service industrial uses; single family and multi-family residential uses; locally-oriented and chain retail; and open space and community facilities. The unique land use pattern reflects past City direction to concentrate industry and employment-generating uses and serves as evidence of Barrio Logan's history of being dissected by freeways. As a result, instances of incompatible uses where residential, industrial, commercial and institutional uses abut one another are common. This collocation of incompatible uses, coupled with large scale industrial uses within the Port of San Diego and the Naval Base has created conflicts and issues. The Plan addresses these complex issues through proposed land uses that respect the existing and evolving residential character and support the economic viability of businesses in Barrio Logan.

LU-1

GOALS

- Separation of incompatible uses.
- A vibrant, pedestrian-oriented Community Plan that provides residential, commercial, office and civic uses.
- A compatible mix of land uses that promote a healthy environment.
- Maritime-oriented industrial and general development that enhances and reflects the character of Barrio Logan and supports major Port and Naval uses by maintaining parcels that are exclusively industrial.
- Stable base sector employment uses and supportive commercial and industrial services.
- Enhanced transit nodes that are connected to the residents and businesses located in Barrio Logan.
- Diverse housing opportunities for Barrio Logan residents.
- Additional affordable housing opportunities in Barrio Logan.
- Quality neighborhood and community-serving commercial uses.
- Protect maritime and maritime-related activities west of Harbor Drive and ensure that these activities do not affect the health and safety of Barrio Logan residents.
- Protect maritime-related activities within the Transition Zone and ensure that these activities do not affect the health and safety of Barrio Logan residents.
- Retain the waterfront's role as an important location for maritime-oriented production and repair (MPR) activities.
- Retention and enhancement of community-supporting institutional uses.
- Protection of Prime Industrial Lands from encroachment from sensitive receptor land uses.



Neighborhood-serving commercial uses

2.1 LAND USE DISTRIBUTION

Table 2-1 is based on the Land Use categories within the General Plan and has been refined to implement the land uses within Barrio Logan. It identifies the land use categories within Barrio Logan and describes the uses in each category.

The Barrio Logan Community Plan land use map is a visual representation of the Community Plan land use designations as illustrated in Figure 2-1. The Community Plan text and graphics are equally necessary to communicate the intent of the plan policies.



Barrio Logan

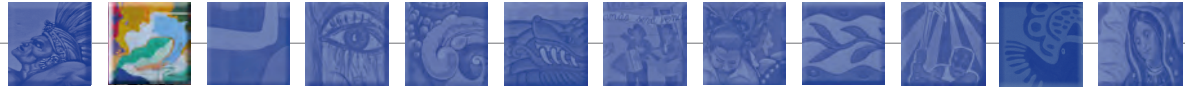
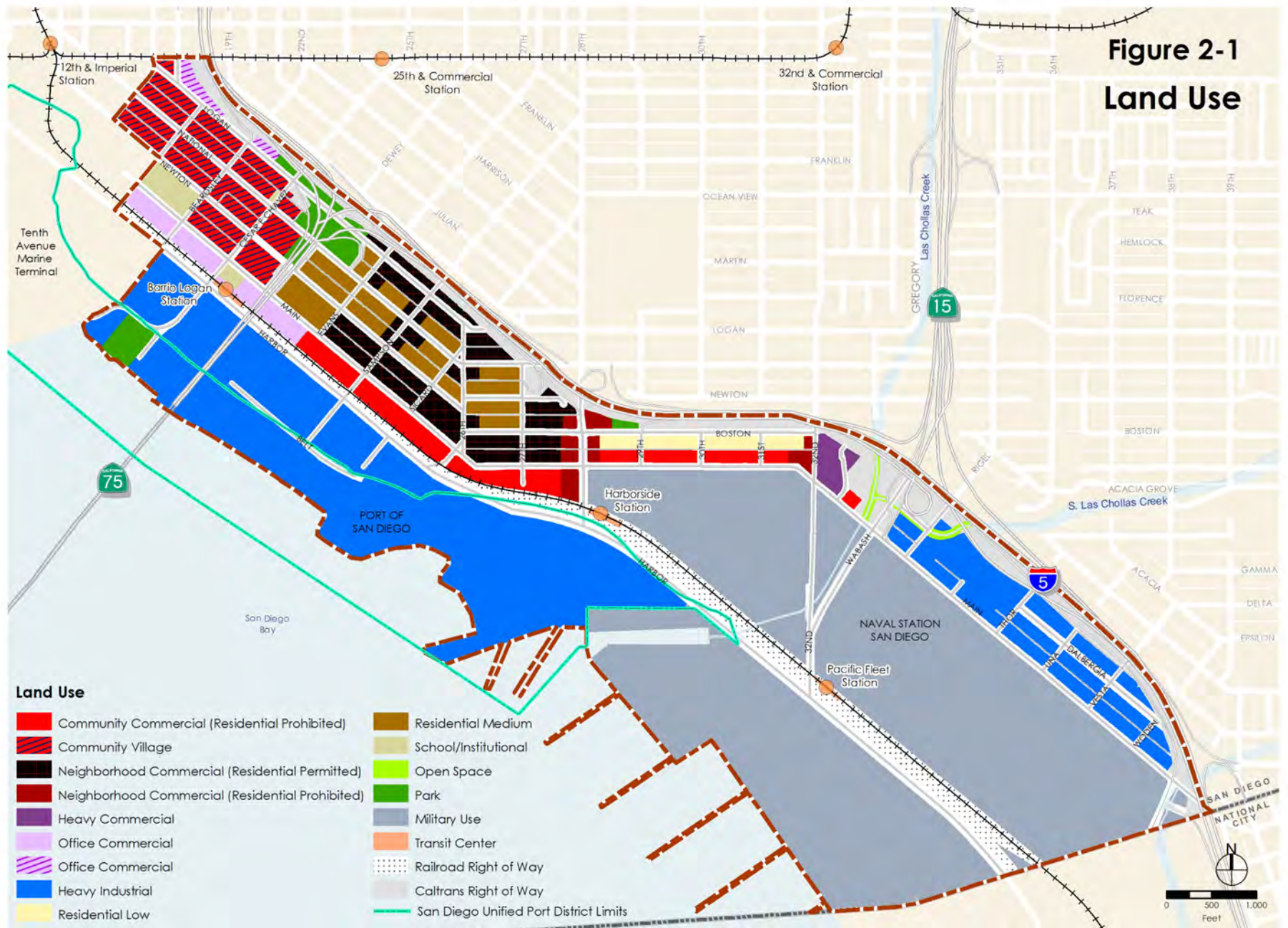


TABLE 2-1 BARRIO LOGAN LAND USE CATEGORIES

GENERAL PLAN LAND USE	COMMUNITY PLAN DESIGNATION	USE CONSIDERATIONS	DESCRIPTION	DENSITY RANGE (DU/AC)	FLOOR AREA RATIO INTENSITY
Park, Open Space, and Recreation	Open Space	None	Provides for open space, may have utility for: primarily passive park; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	Not Applicable	Not Applicable
	Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks.	Not Applicable	Not Applicable
Residential	Residential - Low Med	None	Provides for both single-family and multi-family housing within a low-medium-density range.	10-14 du/ac	RX-1-2: .80
	Residential - Medium	None	Provides for both single-family and multi-family housing within a medium-density range.	15-29 du/ac	RT-1-5: 1.20/1.60 RM-2-5: 1.35
	Community Village	Commercial Permitted	Provides for a range of multi-family housing within a high density range of 30 to 44 dwelling units.	30-44 du/ac	RM-3-7: 1.80 RM-3-9: 2.70
		Commercial Permitted	Provides for a range of multi-family housing within a high density range of 44 to 73 dwelling units per acre.	44-73 du/ac	CN-1-3: 1.0/1.75 CN-1-4: 1.0/2.2
Commercial Employment	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and commercial services serving an approximate three mile radius. Establishments engaged in the chrome plating of materials are not permitted.	15-29 du/ac	CN-1-3: 1.0/1.75 CN-1-4: 1.0/2.2
	Community Commercial	Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. Drive-through commercial establishments are not permitted.	Not Applicable	CC-2-1: .75 CC-2-3: 1.5 CC-3-4: 1.5
		Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at large. Establishments engaged in the chrome plating of materials are not permitted.	30-44 du/ac	CC-3-6: 1.5
	Office Commercial	Residential Prohibited	Provides for office employment uses with limited, complementary retail uses.	Not Applicable	CO-2-1: .75 CO-2-2: 1.5
	Heavy Commercial	Residential Prohibited	Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service that cater to the maritime industries. Establishments engaged in the chrome plating of materials are not permitted.	Not Applicable	CO-2-2: 1.5
Institutional	School/Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan.	Not Applicable	Not Applicable
Multiple Use	Community Village	Residential Required	Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large. Establishments engaged in the chrome plating of materials are not permitted.	30-44 du/ac	RM-3-7: 1.80 RM-3-9: 2.70 CN-1-3: 1.0/1.75 CN-1-4: 1.0/2.2
Industrial	Heavy Industrial	Office Use Limited	Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, and primary processing uses that may have nuisance or hazardous characteristics.	Not Applicable	IH-1-1: 2.0 IH-1-2: 2.0

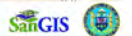
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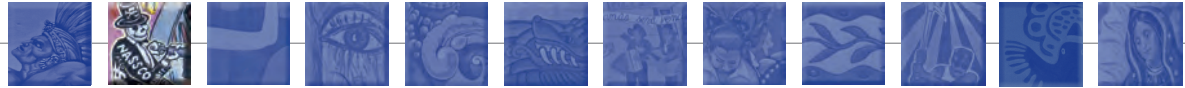
**Figure 2-1
Land Use**



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LAND USE - EXISTING AND PLANNED

A comparison of land uses between the Barrio Logan Community Plan Land Use Element with buildout in Year 2035 and those of existing 2010 land uses are illustrated in Tables 2-2 and 2-3.

In order to foster a healthy community that is balanced with economic prosperity for businesses and residents alike, this plan encourages development that builds on Barrio Logan's established character as a mixed-use, working neighborhood by:

- Fostering Barrio Logan's role in the City's economy by protecting existing and future production, distribution, repair, and maritime activities in predominantly industrial areas.
- Increasing housing in Barrio Logan without impinging on or creating conflicts with identified areas of production, distribution, research and repair activities.
- Establishing a land use pattern that supports and encourages transit use, walking, and biking.
- Better integrating Barrio Logan with the surrounding neighborhoods and improving its connections to Port land and the water's edge.
- Improving the public realm so that it better supports new development and the residential and working population of the neighborhood.

**TABLE 2-2
EXISTING LAND USES (2010)**

GENERAL PLAN LAND USE CATEGORY	EXISTING USES	
	ACRES	% OF TOTAL USES
Park, Open Space, and Recreation	15.71	2.0%
Agriculture	0.00	0.0%
Residential	40.91	4.0%
Institutional, Public and Semi-Public Facilities	11.06	1.0%
Commercial Employment, Retail, and Services	25.91	3.0%
Industrial Employment	121.64	12.0%
Port Industrial*	112.24	11.0%
Roads /Freeways/ Transportation Facilities*	290.38	29.0%
Military*	368.11	37.0%
Vacant*	13.66	1.0%
TOTAL	999.61	100%

* These uses are not General Plan land use categories. They are included to provide accurate accounting of the total acreage in the Barrio Logan Community Plan Area.

**TABLE 2-3
LAND USES AT BUILDOUT**

LAND USE CATEGORY	EXISTING USES	
	ACRES	% OF USES
Single family	2.98	.3%
Multifamily	48.15	4.8%
Commercial	98.41	9.8%
Industrial	60.49	6.1%
Port Industrial	112.24	11.2%
Elementary School	4.15	.4%
Community College	.99	.1%
Other Institutional	1.21	.1%
City Facilities	.34	.003%
City Park	9.06	.9%
Port Park	4.27	.4%
Open Space	10.49	1%
Transportation/Utilities	278.7	27.9%
Military	368.11	36.8%
TOTAL	999.61	100%

LU-5



Retain and enhance existing compatible commercial uses

2.2 RESIDENTIAL LAND USE

One of the main goals of the Barrio Logan Community Plan is to expand and preserve the supply of affordable housing through the construction of new units as well as the preservation and restoration of the older homes in Barrio Logan. Due to the unique nature of the small lot development in Barrio Logan, other methods of development to achieve infill housing is encouraged. These methods include the development of companion units on the lower density residential sites as well as the development of live/work style units to accommodate working artists within the community and small lot housing that allows for smaller-scale housing units. Furthermore, shopkeeper units which allow families to live above commercial, retail and office space is encouraged as part of this plan.

Review of the data in tables 2-4 identifies the following about Barrio Logan and about its relation to the City as a whole:

LU-6



Achieve a diverse mix of housing types and forms

TABLE 2-4 FUTURE 2030 HOUSING AND POPULATION ESTIMATES COMPARISONS BARRIO LOGAN AND THE CITY OF SAN DIEGO							
	HOUSEHOLD POPULATION	HOUSING STOCK				MEDIAN HOUSEHOLD INCOME	HOUSEHOLD SIZE
		SINGLE FAMILY		MULTI-FAMILY			
		NO.	%	NO.	%		
Barrio Logan	13,534	69	2%	3,738	98%	\$38,324	3.79
City of San Diego*	1,689,254	280,082	44%	346,026	56%	\$70,149	2.70

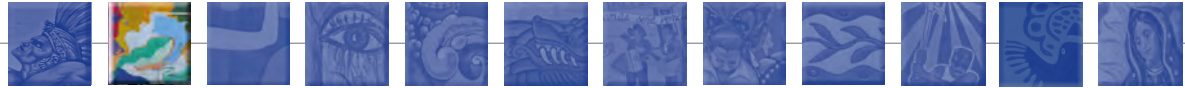
* SANDAG Regional Forecast 2050 (Series 12) for the year 2030

- The residential character of Barrio Logan is dominated by multi-family development;
- Households in Barrio (persons per household) are generally larger than the those in the City as a whole, with the median household size in Barrio Logan being approximately one-third larger;
- The larger households in Barrio Logan generally live on less income than those in the City as a whole, with the median household income in Barrio Logan being approximately 45% lower.

The data indicates three specific needs within the Barrio Logan Community. First, there is a need for larger living units to accommodate typically larger households. Second, the current community is in need of affordable housing opportunities, based on generally lower household income and larger household size. Finally, the community could benefit from development of jobs that are comparable with the city-wide median for wages within and adjacent to the community.



Mercado del Barrio mixed-use development



RESIDENTIAL POLICIES

Policy 2.2.1 Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.

Policy 2.2.2 Rehabilitate quality older residential development and balance it with new development.

Policy 2.2.3 Promote construction of larger housing units suitable for families with children by utilizing density bonus incentives.

Policy 2.2.4 Provide development of housing that incorporates universal design standards for persons with disabilities.

Policy 2.2.5 Enable rental and ownership opportunities in all types of housing including the alternate housing units such as companion units, live/work studios and shopkeeper units as well as small-lot housing typologies with reduced and for-sale townhomes.



Encourage the preservation and renovation of culturally and historically significant residential units

Policy 2.2.6 Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.

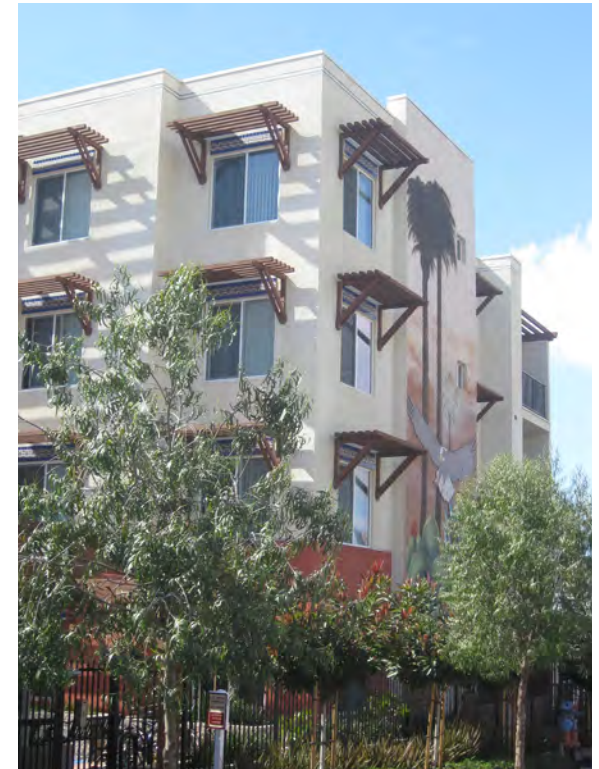
Policy 2.2.7 Preserve existing single family homes which provide affordable housing and contribute to Barrio Logan's unique character

Policy 2.2.8 Support development of companion units in lower density areas such as the Historic Core and along Boston Street south of 29th Street in order to provide additional residential units and opportunities for co-generational habitation as well as a financial tool for low-income homeowners to meet their mortgage obligations.



Promote construction of larger housing units suitable for families with children

Policy 2.2.9 Conduct site remediation work in order to reduce issues associated with potential ground contamination on parcels that have operated with industrial uses on site and that have been re-designated for residential and mixed-use development. Require soil remediation to occur as part of development when proposing a change in use from Industrial or Heavy Commercial to residential and or mixed residential development.



Affordable housing at the Los Vientos Housing Project on National Avenue

AFFORDABLE HOUSING POLICIES

Policy 2.2.10 Promote the production of very-low and low income affordable housing in all residential and multi-use neighborhood designations.

Policy 2.2.11 Create affordable home ownership opportunities for moderate income buyers.

Policy 2.2.12 Encourage the development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150% of area median income.

Policy 2.2.13 Promote homebuyer assistance programs for moderate-income buyers.

Policy 2.2.14 Utilize land-use, regulatory and financial tools to facilitate the development of housing affordable to all income levels.

2.3 COMMERCIAL LAND USE

Commercial uses are located throughout the Barrio Logan Community, except for the area between Harbor Drive and the San Diego Bay. The commercial uses tend to be grouped into a number of categories; maritime/industry serving, resident/community serving, worker/navy serving, and auto/oriented serving. Barrio Logan contains five commercial Community Plan land use designations. Two of those designations allow residential use at varied densities, and three of the designations prohibit residential. See Land Use Map for the precise location of these designations.

Barrio Logan has long been home to maritime activities, including the existing ship yards along the San Diego Bay. Maintaining and supporting these marine-related activities, including ship repair, maritime support, warehousing and storage, and shipping, is important to both Barrio Logan and more generally to San Diego's economy.

COMMERCIAL LAND USE POLICIES

Policy 2.3.1 Enhance and retain maritime-oriented commercial uses that are compatible with surrounding land uses.

Policy 2.3.2 Retain and enhance existing neighborhood-serving commercial uses.

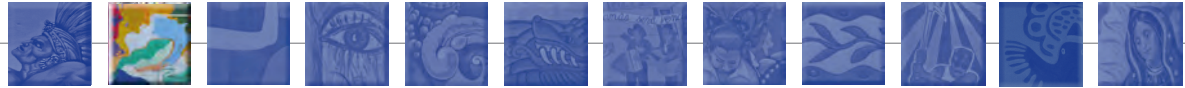
Policy 2.3.3 Encourage the development of shopkeeper units and live/work units that allow residents to own and operate office, professional and retail uses.

Policy 2.3.4 Consider the vacant San Diego Gas & Electric power plant site on Sampson Street as an opportunity for reuse for larger-scale office, commercial, research or manufacturing activities.

Policy 2.3.5 Ensure that development and uses contained within the Transition Zone does not adversely affect the health and safety of the surrounding community.

Policy 2.3.6 Require development of flexible buildings with generous floor-to-ceiling heights, large floor plates, and other features within the Transition Zone.

Policy 2.3.7 Allow coffee roasting facilities to be located in areas designated as Community Village and Neighborhood Commercial.



2.4 INSTITUTIONAL LAND USE

Institutional uses provide public or semi-public services to the community. Table 2-7 identifies the public institutional uses serving Barrio Logan. Other institutional uses spread throughout the community include private schools, child care facilities, a vocational college, churches, and centers that provide health, development, and counseling service.

INSTITUTIONAL LAND USE POLICIES

Policy 2.4.1 Provide support to community social service institutions.

Policy 2.4.2 Coordinate with the San Diego Unified School District to develop a joint use park facility with Perkins Elementary School. (Refer to Recreational Element).

TABLE 2-7 PUBLIC INSTITUTIONAL USES SERVING BARRIO LOGAN

INSTITUTIONAL USE	FACILITY	LOCATION
Educational	Perkins Elementary School	Barrio Logan
	Burbank Elementary School	Southeastern San Diego
	San Diego High School	Downtown
San Diego	Fire Station No. 7	Barrio Logan
	Central Division	Southeastern San Diego
Library	Logan Heights Branch Library	Southeastern San Diego
	Central Library	Downtown
U.S. Government	Post Office 277 Logan Ave.	Southeastern San Diego

2.5 INDUSTRIAL LAND USE

The Economic Prosperity Element of the General Plan addresses the relationship between industrial lands and the economic health of the City. As stated in the General Plan, the policies “are intended to strengthen our industries, retain and create good jobs, with self sufficient wages, increase income, and stimulate economic investment in our communities”. The element also addresses Prime Industrial lands that support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, and research and development uses. These lands should be protected and maintained.

The Barrio Logan Community Plan designates parcels south of Wabash Street and to the west of Harbor Drive, as Heavy Industrial due to their industrial character. These areas have also been identified as Prime Industrial lands which contribute to the regional economy and support waterfront related activities.

LU-9



Protect and promote development of maritime-related uses

INDUSTRIAL LAND USE POLICIES

Policy 2.5.1 Protect and promote activities, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced in industrial areas.

Policy 2.5.2 Protect and promote development of maritime and maritime-related uses that do not present health-related or environmental hazards to adjacent sensitive receptors.

Policy 2.5.3 Encourage parking management, increased use of alternative modes of transportation, and additional parking spaces to reduce parking impacts associated with port-related industries.

Policy 2.5.4 Allow industrial land uses that minimize conflicts with incompatible uses through building design and truck restrictions and provide a balance between the needs of the heavy industrial businesses that are located west of Harbor Drive and the residences contained within the community.

Policy 2.5.5 Encourage new industrial buildings be designed to better integrate with the surrounding neighborhood.

Policy 2.5.6 Use active uses such as lobbies, offices, and retail areas to provide transparency on the street.

Policy 2.5.7 Encourage the addition of plazas, courtyards and outdoor places for employees to gather and recreate.

Policy 2.5.8 The integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections are encouraged to provide multi-modal access (refer to General Plan Policies UD-D.1 through D.3).

2.6 AIRPORT LAND USE COMPATIBILITY

The Airport Influence Areas for Naval Air Station North Island and San Diego International Airport affect the Barrio Logan Community. The Airport Influence Area is composed of the noise contours, safety zones, airspace protection surfaces, and over-flight areas for the two airports and serves as the planning boundaries for the Airport Land Use Compatibility Plans.

AIRPORT LAND USE COMPATIBILITY POLICY

Policy 2.6.1 Ensure new development proposals are consistent with airport land use compatibility policies and regulations.

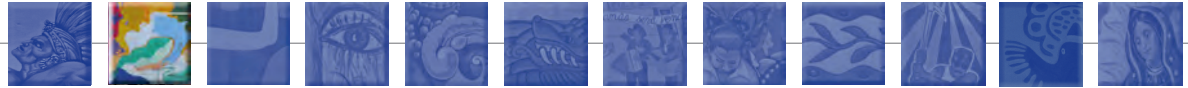
LU-10



Promote economic growth in the community



Reduce negative effects through building design



2.7 SPECIFIC NEIGHBORHOOD GUIDELINES

Barrio Logan is comprised of five distinct neighborhoods. The five specific neighborhood areas coincide with the Landscape Districts of Section 4.3 Urban Forestry and are shown in Figure 2-3. The following guidelines are based on the characteristics of the built environment and the existing and desired land use pattern. These areas include the Barrio Logan Community Village, Historic Core, Transition Area, Boston and Main Street Corridor Area, and two Prime Industrial Areas. The following sections provide specific land use recommendations within each neighborhood area. When reviewing the following policies and guidelines, also refer to General Plan policies UD-C.1 –C.7 and UD-F.3.



Figure 2-3
Neighborhood Areas

LU-11



Mixed use office building with retail and office uses



Build on the character of the community



Encourage diverse housing opportunities



COMMUNITY VILLAGE AREA POLICIES

Policy 2.7.1 Promote Cesar E. Chavez Parkway as the community's primary ceremonial street as described in the Mobility Element.

Policy 2.7.2 Orient street frontages onto Cesar E. Chavez Parkway, and provide for outdoor seating and space for retailers to display their wares.

Policy 2.7.3 Ensure public view corridors are enhanced along Logan Avenue, National Avenue, Newton Avenue and Main Street.

Policy 2.7.4 Provide sidewalks that are 15 feet wide along Cesar E. Chavez Parkway to allow for enhanced pedestrian and commercial activity.

Policy 2.7.5 Require new development at the intersections of Logan Avenue, National Avenue, Newton Avenue and Main Street to provide sidewalks that are 12 to 14 feet in width and include corner sidewalk bulb-outs.

Policy 2.7.6 Require development to provide appropriate setbacks between 5 feet and 10 feet in order to emphasize and enhance the designated public view corridors along National Avenue, Newton Avenue and Logan Avenue northwest of the San Diego-Coronado Bay Bridge.

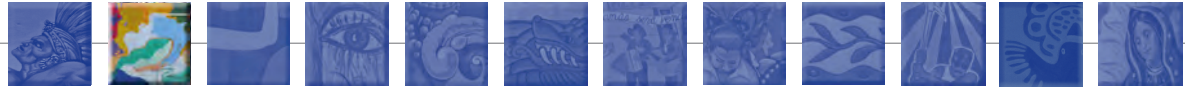
Policy 2.7.7 Protect and preserve small retail establishments which provide jobs and entrepreneurship opportunities for local residents. Allow for the development of a public market in the Community Village to serve the daily needs of the community and provide educational and

COMMUNITY VILLAGE AREA

The Barrio Logan Community Village draws upon the character and strength of the Barrio's setting, commercial centers, institutions and employment centers as shown in Figure 2-4.

The Village area is planned to be a vibrant pedestrian neighborhood with enhanced connectivity that reflects the types of public spaces, structures, public art, connections, and land uses that are influenced by Latino culture.

The Village land uses will include a combination of residential, commercial and residential vertical mixed use, office, commercial, recreational, civic, and institutional uses. It is envisioned that Village streets and walkways will be designed to meet the needs of the pedestrian first and buildings will be designed to reflect human scale.



economic opportunities for the local and regional economy.

The following list of uses are allowed on parcels that are residentially designated and zoned within the Community Village that are included as part of a public market with a Planned Development Permit:

- Farmers' markets
- Retail sales fresh and prepared foods and cooking related products
- Secondary food manufacturing
- Restaurants, cafes and coffee shops with outdoor seating
- Community gardens
- Certified kitchens
- Community event space

HISTORIC CORE AREA

Development within the historic core (see Figure 2-5) should complement the existing and evolving character of the built environment. Commercial development and housing that provides live/work spaces, small lot housing, shopkeeper units interspersed with the existing quality development of the neighborhood, along with new housing that provides live/work spaces, small lot housing, shopkeeper units, and workspace. Live work units for residents are envisioned as a vital part of an evolving arts district along Logan Avenue.

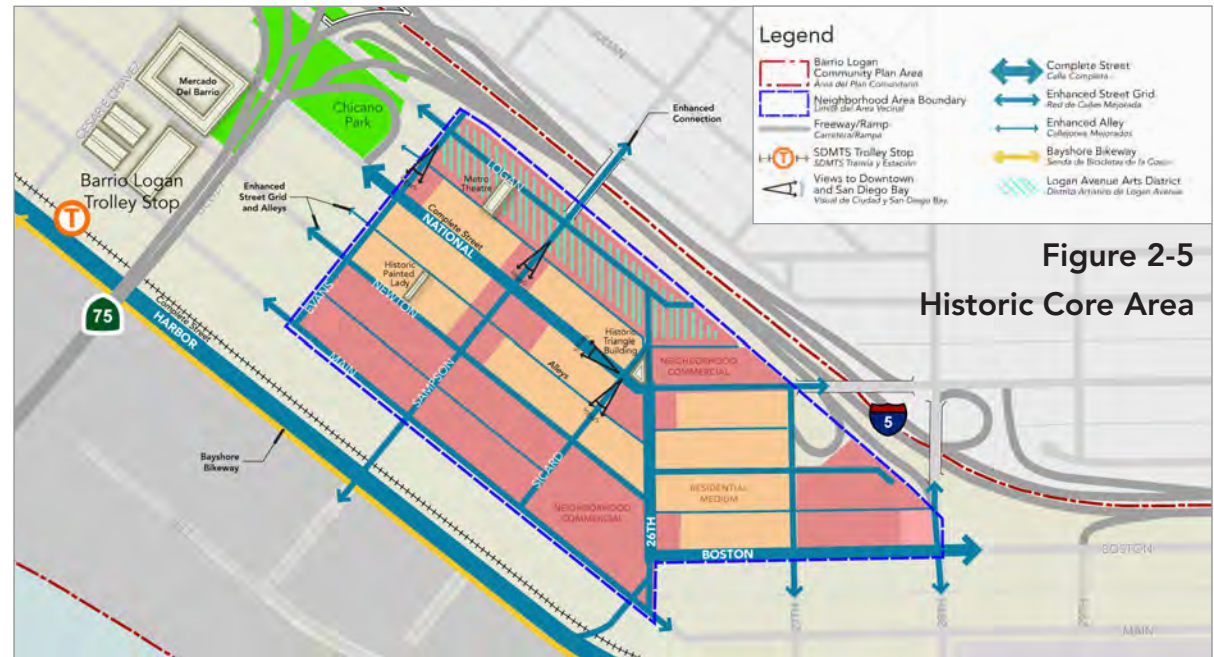


Figure 2-5
Historic Core Area

Rehabilitate existing residential units that contribute to the historic core's character and fabric.



Encourage smaller scale infill development



Scale of existing buildings should be reflected through design and choice of materials of new development

HISTORIC CORE AREA POLICIES

Policy 2.7.8 Respect the existing development pattern within the Historic Core area

Policy 2.7.9 Discourage parcel consolidation over 14,000 square feet in the Historic Core to maintain the historic building pattern of smaller buildings. If this is not possible, the scale of the existing buildings should be reflected through design and choice of materials for new development.

Policy 2.7.10 Encourage, smaller-scale infill development throughout the Historic Core.

Policy 2.7.11 Rehabilitate existing residential units that contribute to the historic core's character and fabric. Encourage adaptive reuse of historically or architecturally interesting buildings in cases where the new use would be compatible with the structure itself and the surrounding area.

Policy 2.7.12 Encourage the rehabilitation of housing, in particular the bungalows along Evans Street and Sampson Street, that date back to the times when many Barrio Logan residents worked for the Navy or local fish canneries, as well as the larger residential units along Logan Avenue north of Evans Street.

Policy 2.7.13 Encourage live/work units, pocket housing and shopkeeper units along Logan Avenue and 26th Street in order to increase the vitality and livability of this historic street.

TRANSITION ZONE

In 2008, the San Diego Unified Port District adopted a Transition Zone Policy (BPC Policy 725). The purpose of the Policy is to protect the maritime and maritime-related jobs provided by the Port of San Diego and to protect existing operations and business governed by the Barrio Logan Community Plan or the Port Master Plan. It is also the intent of the Policy to minimize conflicts with incompatible uses and to provide a balance between needs of the Port District and the goals and objectives of the adjacent communities. The Transition Zone is intended to include uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the Port District's industries.

The Barrio Logan Community Plan implements the intent of the San Diego Unified Port District Transitional Zone (See Figures 2-6). Residential uses are prohibited adjacent to Harbor Drive or Main Street south of 28th Street. The Transition Area is intended provide a buffer comprised of buildings between the Heavy Industrial uses west of Harbor Drive and the community of Barrio Logan. The area will emphasize the use of high quality materials and design.



Treat rail facing facades as primary facades



Provide landscaping and sidewalks

PRIME INDUSTRIAL AREAS

Barrio Logan's Prime Industrial lands are long-term that serve a critical role in the region's economy. The design of the industrial structures should be sensitively designed since they are adjacent to residential and mixed use neighborhoods, and open space systems. Figure 5.1 illustrates the Prime Industrial Area in Barrio Logan.

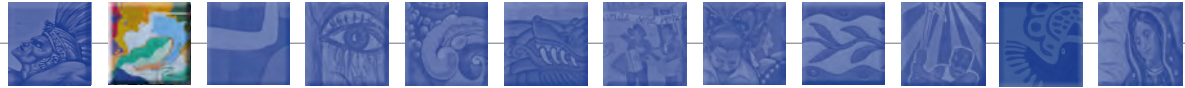
PRIME INDUSTRIAL AREA POLICIES

Policy 2.7.18 Protect the stock of existing buildings used by, or appropriate for, industrial businesses by restricting conversions of industrial buildings for retail or office uses in areas identified as Prime Industrial land.

Policy 2.7.19 Apply restrictive Heavy Industrial zoning to areas identified as Prime Industrial land to ensure that sensitive receptor and public assembly land uses will not result in land use conflicts or otherwise diminish the availability or attractiveness of these areas to existing and future industrial uses.

Policy 2.7.20 Ensure that new land uses adjacent to Prime Industrial areas does not conflict with existing industrial operations characteristic of these areas or conflict with transportation access to these areas.





BOSTON AND MAIN STREET CORRIDOR

Boston Avenue between 28th St. and 32nd St. is defined primarily by single family homes. Main Street between 28th Street and 32nd Street is characterized by a wide array of commercial, industrial and residential uses. The Mobility Element of the Plan provides policies for reducing the street width along Boston Avenue between 29th Street and 32nd Street from 60-feet to 40-feet in order to slow traffic speeds to improve safety for residents. Main Street is envisioned to intensify with higher intensity commercial and office uses.

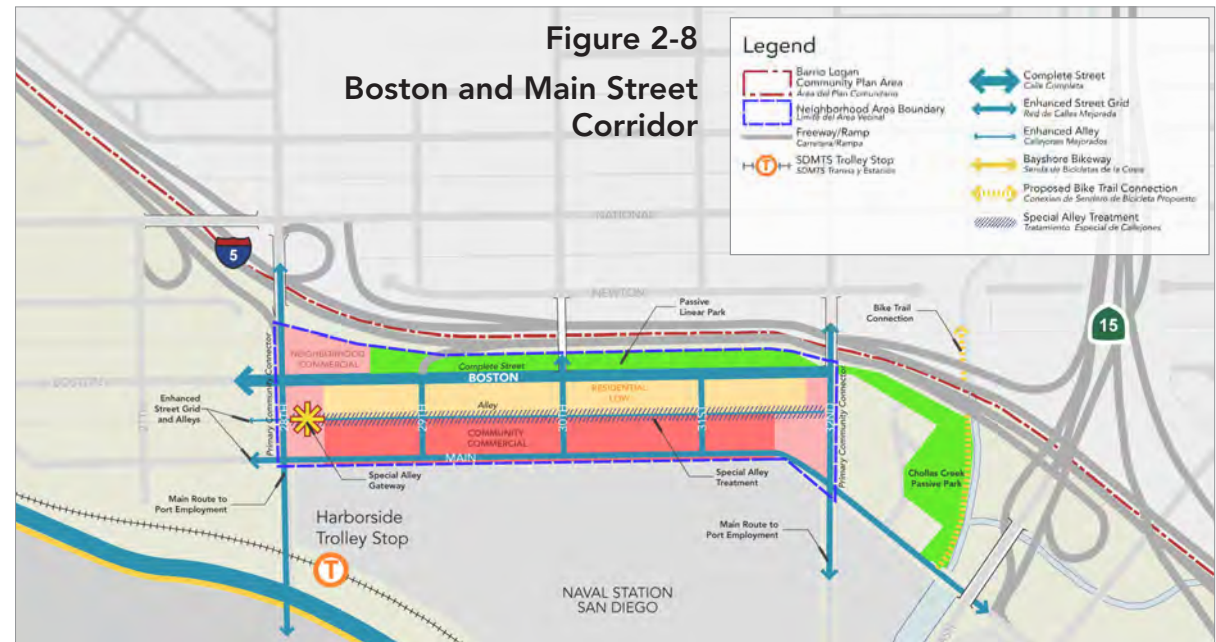
BOSTON AND MAIN STREET CORRIDOR POLICIES

Policy 2.7.21 Enhance the low density residential neighborhood along Boston Avenue and mixed-use nature of Main Street by encouraging appropriately scaled and sited infill development.

Policy 2.7.22 Encourage the development of companion units along Boston Avenue.

Policy 2.7.23 Preserve single-family residential units along Boston Avenue.

Policy 2.7.24 Reduce the width of Boston Avenue from 60 feet to 40 feet as cited in the Mobility Element of the Plan.



LU-17

Policy 2.7.25 Create a passive trail that includes recreational opportunities along the north side of Boston Avenue between 29th Street and 32nd Street.

Policy 2.7.26 Encourage new office and commercial retail serving uses along Main Street.

Policy 2.7.27 Respect the existing development pattern of Main Street by utilizing smaller-scale infill commercial and office development.



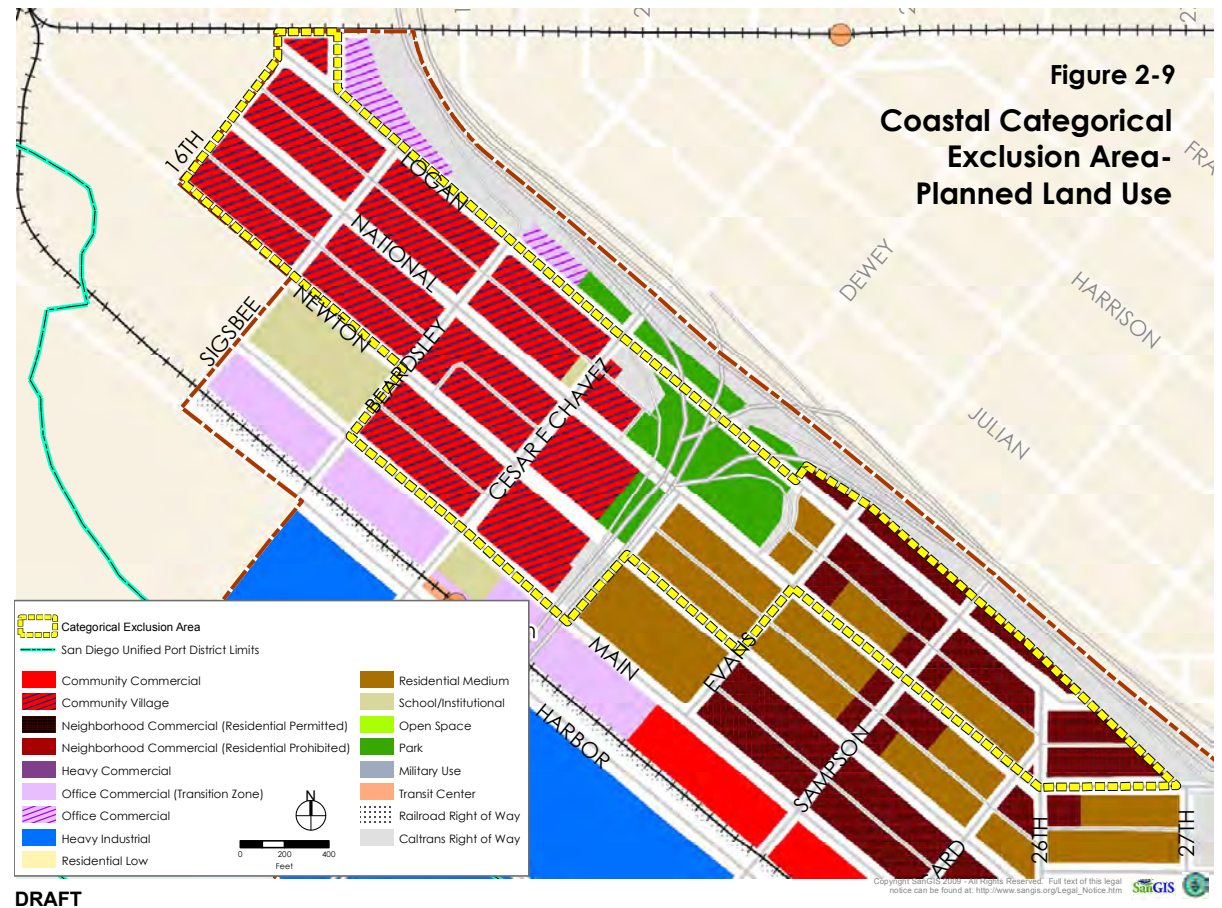
Older industrial buildings in predominantly residential areas can be adaptively reused for commercial purposes

2.8 COASTAL DEVELOPMENT PERMIT CATEGORICAL EXCLUSION

Development within boundaries identified in Figure 2-9 that complies with the underlying base zone requirements is categorically excluded from obtaining a Coastal Development Permit pursuant to Categorical Exclusion Order Number _____.1. The exclusion is intended to incentivize revitalization within these areas.

1. The Categorical Exclusion Order Number will be created once the Community Plan and the Local Coastal Program is certified by the California Coastal Commission.

LU-18





CHAPTER THREE

mobility element

IN THIS CHAPTER

Goals

Walkability & Complete Streets

Transit Services
and Facilities

Streets and Freeways

Transportation
Demand Management

Bicycling

Parking

Goods Movement and
Freight Circulation

Barrio Logan's location on the San Diego waterfront, proximity to downtown San Diego, and older urban and mixed use characteristics combined with the existing transportation infrastructure and services in the community create unique opportunities and challenges in planning for mobility in Barrio Logan. All modes of surface transportation have an important role in serving the existing and future needs of the community.

Although Barrio Logan is one of the smallest community planning areas, it has a large amount of land area devoted to transportation. Three freeways, Interstate 5 (I-5), State Route 15 (SR-15) and State Route 75 (SR-75) along with the rail corridor parallel to Harbor Drive provide regional access but also interrupt the connectivity of the established grid pattern of streets. Despite several pedestrian and vehicular over and undercrossings, these facilities create perceived physical and perceptible barriers. The multiple access and exit ramps to and from the freeways contribute to the traffic operations challenges.

It is the intent of the Mobility Element to preserve the essential character of the neighborhood while supporting a full, equitable range of choices for the movement of people and goods to, within, and from the Port tidelands and throughout the Barrio Logan community. The Mobility Element supports and helps to implement the General Plan at the community plan level by including specific goals, policies, and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network.

ME-1

GOALS

- Pedestrian-friendly facilities throughout the community with an emphasis on Cesar E. Chavez Parkway, 28th Street, the National Avenue/26th Street/Boston Avenue corridor, and Harbor Drive.
- Transit as a mode of choice for residents and employees in the area by supporting improvements to transit service and infrastructure.
- Adequate capacity and improved regional access for vehicular traffic on heavily traveled roadways through focused improvements.
- A parking management strategy that reduces the parking impacts associated with Port tenant and Naval facilities on Barrio Logan streets.
- A safe bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.
- Safe and efficient truck routes for access to San Diego Bay-front industries as well as businesses within the Barrio Logan community that minimize the negative impacts associated with truck traffic.

3.1 WALKABILITY

Barrio Logan has several important features of a walkable community including its fine-grained mix of residential and neighborhood serving commercial uses in the village area and basic grid network of streets throughout. Walking is commonplace in Barrio Logan and sidewalks exist on virtually all streets. Deficiencies in the pedestrian environment include the barriers presented by the rail and freeway infrastructure, large land parcels, industrial uses interspersed throughout the neighborhood, and inadequate sidewalks and pedestrian facilities on higher pedestrian and traffic volume streets. Pedestrian routes in Barrio Logan have been classified based on definitions in the City's Pedestrian Master Plan and are shown in Figure 3-1, Pedestrian Routes.

The Mobility Element promotes the concept of Complete Streets in which roadways are designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public

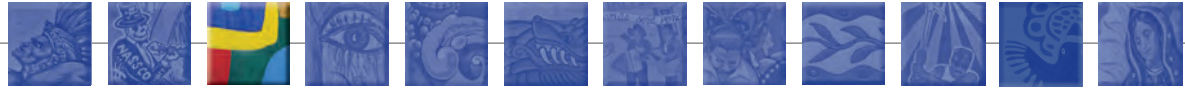
transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete streets create a sense of place and improve social interaction and may include:

- Sidewalks and buffer areas
- Bicycle lanes
- Well designed and well placed crosswalks
- Raised crosswalks, medians or crossing islands in appropriate midblock locations
- Special bus lanes
- Accessible pedestrian signals
- Sidewalk bulb-outs
- Street trees, planter strips and ground cover, staggered parking, and other 'traffic calming' techniques which tend to lower speeds and define an edge to travel ways
- Center medians with trees and ground cover
- Reduction in numbers of driveways

All recommended improvements in the Mobility Element were developed with consideration of implementing complete streets. General Plan



Barrio Logan served by Blue Line trolley



policies ME-A.6 through ME-A.9 as well as the Traffic Calming Toolbox, Tables ME-1 and ME-2, should be consulted for additional policies.

WALKABILITY POLICIES

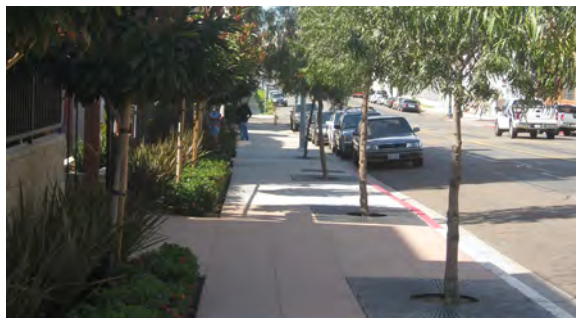
Policy 3.1.1 Support and promote complete sidewalk and intersection improvements along Harbor Drive including the intersections at: Sampson Street, Cesar E. Chavez Parkway, Schley Street, 28th Street and 32nd Street.

Policy 3.1.2 Support improvements to grade-separate the Cesar E. Chavez Parkway, 28th Street and 32nd Street Trolley tracks in order to enhance pedestrian, bicycle, auto and truck circulation

Policy 3.1.3 Install missing sidewalk and curb ramps and remove accessibility barriers.

Policy 3.1.4 Provide marked crosswalks and pedestrian countdown timers at all signalized intersections.

Policy 3.1.5 Work with Caltrans to redesign the access to the San Diego-Coronado Bay Bridge onramp at Cesar E. Chavez Parkway and Logan



Pleasant pedestrian environment

Avenue to improve the pedestrian environment.

Policy 3.1.6 Improve the pedestrian environment adjacent to transit stops through the installation and maintenance of signs and crosswalks and other appropriate measures.

Policy 3.1.7 Redesign underutilized portions of streets as public spaces, such as widened sidewalks and curb bulb-outs along Boston Avenue, 26th Street, 28th Street, National Avenue and Cesar E. Chavez Parkway.

Policy 3.1.8 Provide shade-producing street trees and street furnishings with an emphasis in the Community Village and Historic Core areas.

Policy 3.1.9 Design the corners of intersections along Cesar E. Chavez Parkway at Logan Avenue, National Avenue, Newton Avenue and Main Street to accommodate public gathering spaces while maintaining the safety and flow of vehicular traffic.

Policy 3.1.10 Retrofit freeway underpasses with architectural lighting to foster pedestrian connections beneath. Prioritize projects for the



Improve pedestrian environment

Cesar E. Chavez Parkway underpass as well as the Wabash Street underpass.

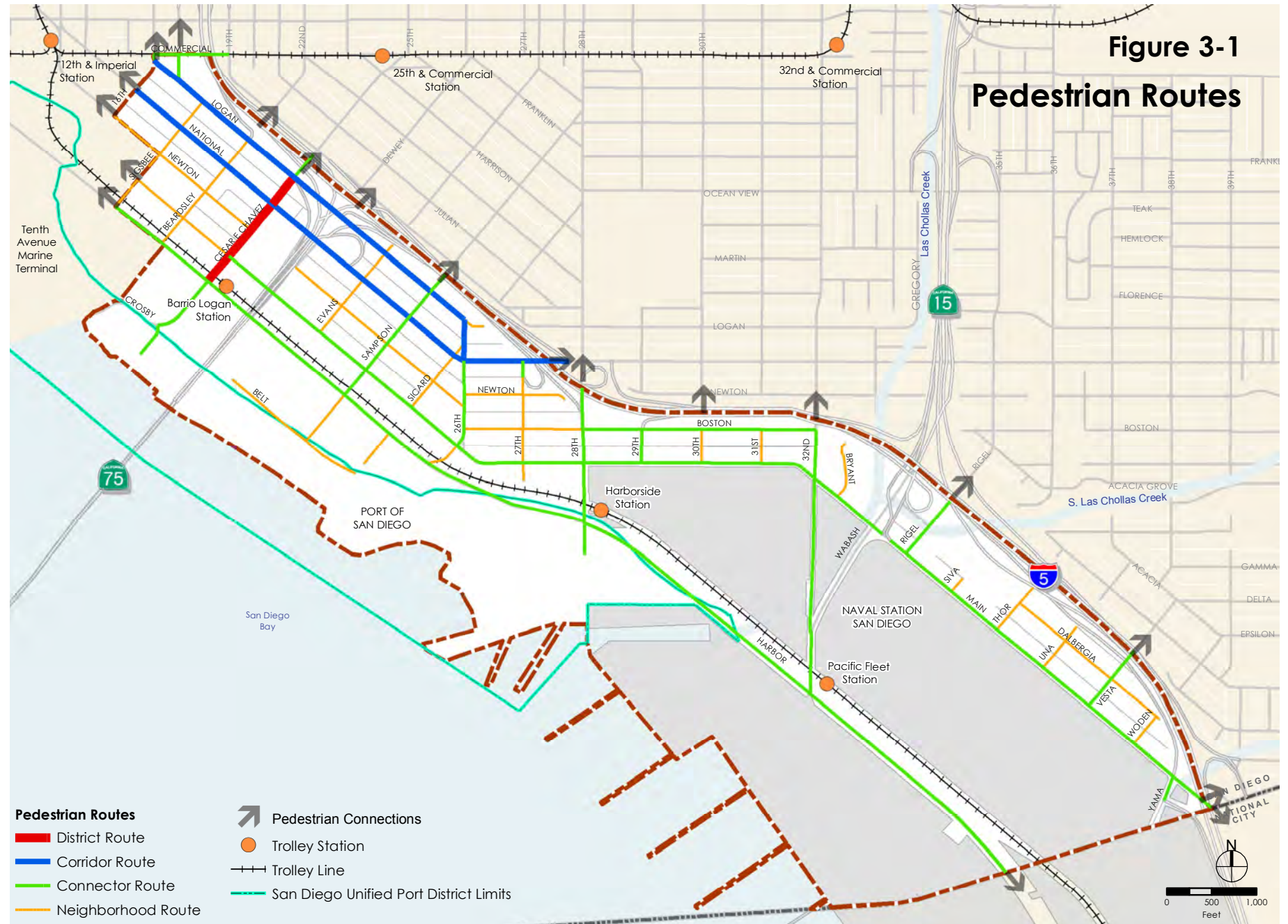
Policy 3.1.11 Transform unused rail and freeway rights-of-way into landscaped features to provide a pleasant and safe route where possible for pedestrians. Prioritize improvements for the areas along the east side of Harbor Drive between 32nd Street and Downtown San Diego and adjacent to I-5, SR-75 and SR-15 where the freeway is at-grade or elevated.

3.2 TRANSIT SERVICES AND FACILITIES

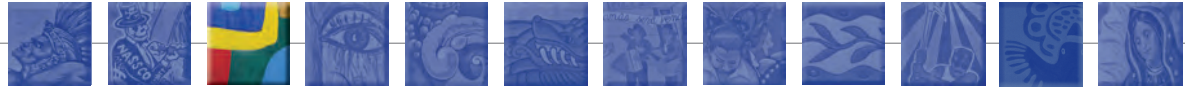
Barrio Logan is well served by both local and regional transit. Figure 3-2 illustrates the transit routes and stops within the community. Approximately 88 percent of the community is within one-eighth of a mile or 660 feet of a transit station or stop, and 100 percent of the community is within one-quarter of a mile.

The Metropolitan Transit System (MTS) provides trolley service via the Blue Line that runs from Old Town to San Ysidro, with stations at Cesar E. Chavez Parkway, 28th Street, and 32nd Street. MTS bus routes serving Barrio Logan, as of 2011, are shown on Figure 3-2. In addition to all of the MTS transit stations and stops, a jitney stop exists on the north side of Harbor Drive just west of 32nd Street. The jitney operates like a flexible bus route. General Plan policies ME-B.1 through ME-B.10 should be consulted for additional policies and guidance.

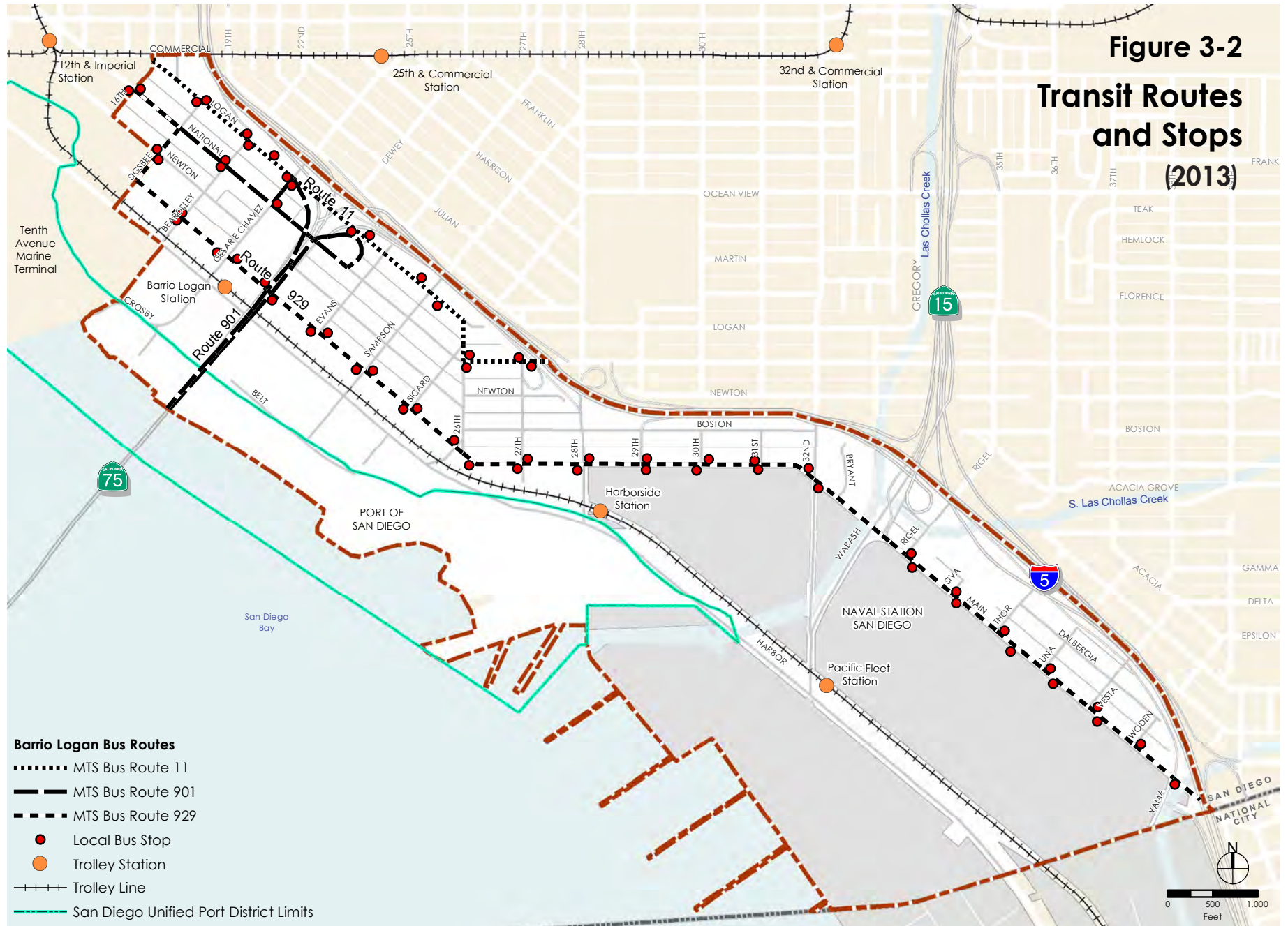
ME-4



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**Figure 3-2
Transit Routes
and Stops
(2013)**



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TRANSIT SERVICES AND FACILITIES POLICIES

Policy 3.2.1 Reduce existing curb cuts where possible to minimize vehicular conflicts with pedestrians and buses on important transit and neighborhood commercial streets such as National Avenue and Main Street.

Policy 3.2.2 Improve the environment surrounding bus and trolley stops through installation of curb extensions, shelters, additional seating, lighting, and landscaping where appropriate.

Policy 3.2.3 Provide enhanced amenities and reflect the importance of the stations along Harbor Drive at Cesar E. Chavez Parkway and 28th Street through unique shelter designs, artwork and real-time transit information.

Policy 3.2.4 Highlight the presence of each of the three trolley stations through street treatments and signage on pedestrian routes to and from each of the stations.

Policy 3.2.5 Work with MTS to incorporate measures to improve personal safety such as lighting, emergency call boxes, and similar upgrades at each of the trolley stations.

Policy 3.2.6 Work with the San Diego Association of Governments (SANDAG) to incorporate transit infrastructure and service enhancements for Barrio Logan in the Regional Transportation Plan including roadway-rail grade separations at Cesar E. Chavez Parkway, 28th Street, and 32nd Street.

3.3 STREETS AND FREEWAYS

New residential, commercial and industrial development in Barrio Logan will generate additional travel in and through the area. Figure 3-3 shows the existing (2008) street classifications and average daily traffic (ADT) volumes. Figure 3-4a shows the planned buildout street classifications and Figure 2-1 shows the projected buildout average daily traffic.

Efforts should be made to direct some of the new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. Targeted street improvements, transportation systems management techniques, and traffic calming projects should be implemented and expanded to increase street capacity, reduce congestion, reduce speeding and improve neighborhood livability. New technologies should be pursued to respond to current traffic conditions, and move people and goods safely and efficiently throughout the community.

General Plan policies ME-C.1 through ME-C.7 and Table ME-2 Traffic Calming Toolbox should be consulted for additional policies and guidance.

ME-6



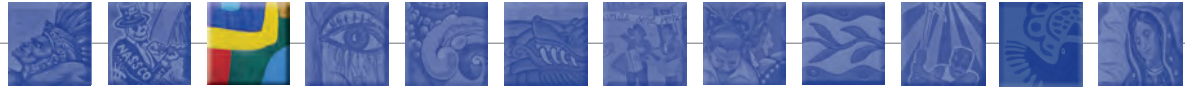
Maximize shade producing trees



Retrofitting freeways with architectural lighting



Barrio Logan trolley station



CESAR E. CHAVEZ PARKWAY CEREMONIAL STREET

The Cesar E. Chavez Ceremonial Street serves as the spine of the Community Village and provides an enhanced multi-modal connection between Chicano Park and the bayfront. The Ceremonial Street is anchored by the Mercado Commercial Mixed Use project.

STREETS AND FREEWAY POLICIES

Policy 3.3.1 Maintain the grid network of streets and alleys.

Policy 3.3.2 Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings.

Policy 3.3.3 Discourage vacating streets or alleys, or selling public rights-of-ways including streets or alleys except in cases where significant public benefits can be achieved.

Policy 3.3.4 Encourage the Port to site new structures on Port lands so as not to obstruct public views of the bay from City streets, and to extend east-west streets to the water's edge to facilitate public access to the waterfront.

Policy 3.3.5 Implement the Boston Avenue Linear Passive Park Trail and enhance the pedestrian connection through this area.

Policy 3.3.6 Introduce traffic calming measures where appropriate to improve pedestrian safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets and alleyways.

Policy 3.3.7 Implement Intelligent Traffic Systems (ITS) strategies such as smart parking technology, dynamic message signs, and traffic signal coordination to reduce traffic congestion along Harbor Drive, 28th Street and 32nd Street.

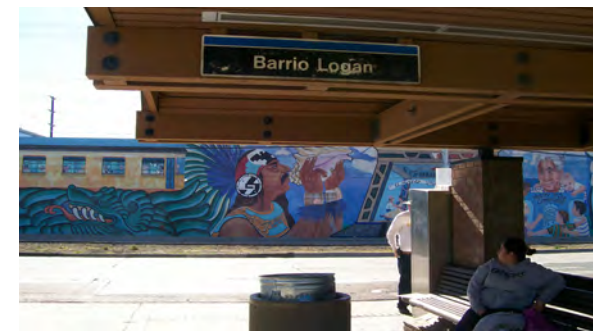
Policy 3.3.8 Support roadway-rail grade separation of the trolley by SANDAG at Cesar E. Chavez Parkway, 28th Street, and 32nd Street.

Policy 3.3.9 Coordinate with the US Navy to reduce congestion on 32nd Street through the construction of the Vesta Street overcrossing at Harbor Drive and operational improvements at the intersection of 32nd Street, Norman Scott Road and Wabash Street.

ME-7

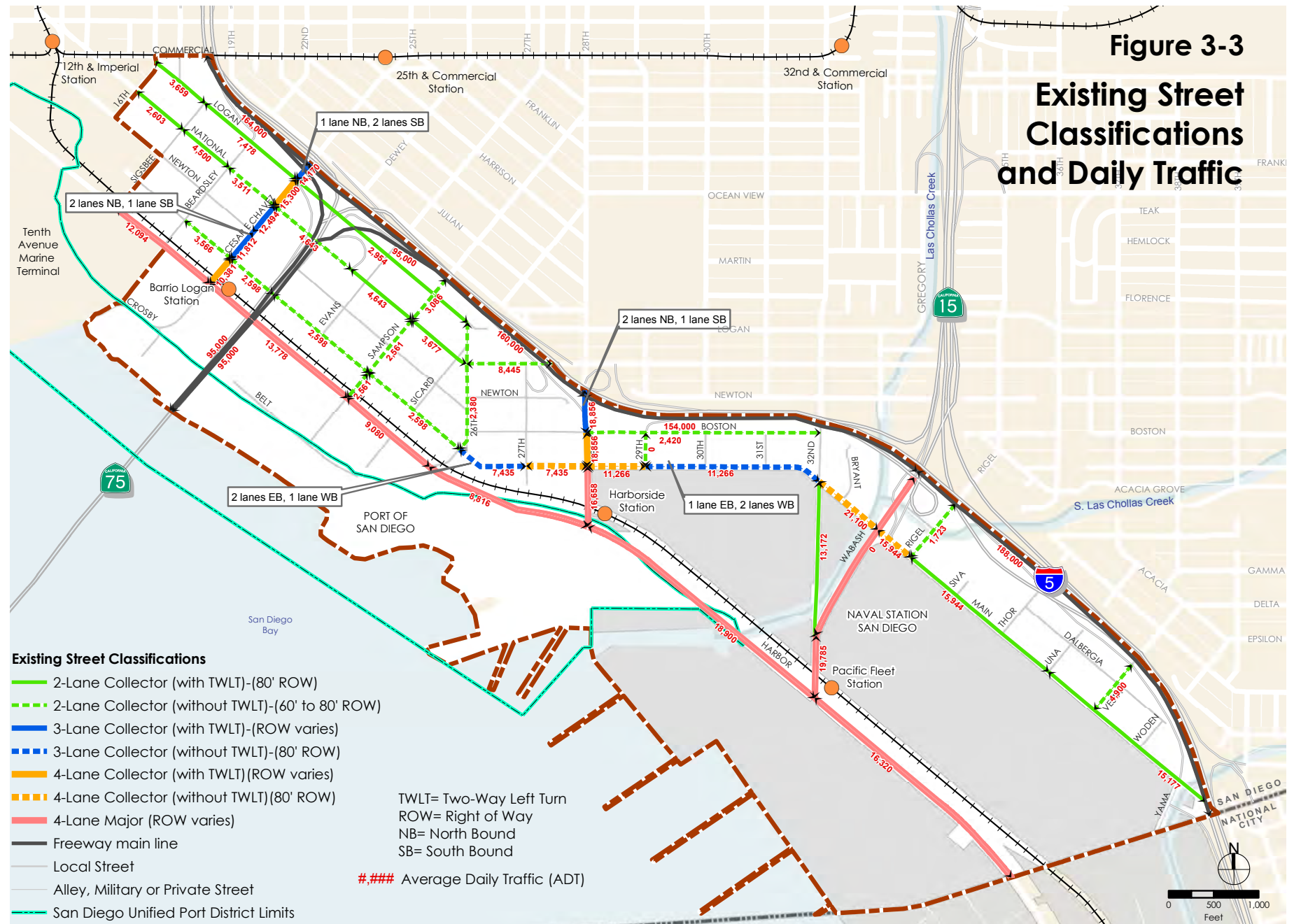


Artist rendition of proposed Cesar E. Chavez Parkway Ceremonial Street



Provide additional amenities at the Barrio Logan trolley station
BARRIO LOGAN COMMUNITY PLAN

ME-8



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Figure 3-4
Build-out Street
Classifications and Projected
Daily Traffic



ME-9

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3.4 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles and encourage use of a range of transportation options, including public transit, bicycling, walking and ridesharing. These are important tools to reduce congestion and parking demand and are viable in Barrio Logan. General Plan policies ME-E.1 through ME-E.8 should be consulted for additional policies and guidance.

TRANSPORTATION DEMAND MANAGEMENT POLICIES

Policy 3.4.1 Encourage new residential, office and commercial developments, as well as any new parking garages to provide spaces for carsharing.

Policy 3.4.2 Encourage large employers and institutions in the Barrio Logan area such as the Port tenants, and the Community College District to provide transit passes at reduced rates

to employees and students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.

Policy 3.4.3 Encourage new residential development to provide transit passes to residents.

Policy 3.4.4 Encourage new commercial, office and industrial development to provide transit passes to employees.

Policy 3.4.5 Encourage employers to coordinate with SANDAG to provide commuter transportation programs.

3.5 BICYCLING

Barrio Logan's flat topography makes it well suited for bicycling. All recommended bicycle facilities are shown on Figure 3-5. General Plan policies ME-F.1 through ME-F.6 should be consulted for additional policies and guidance. Key proposed bike corridors include:

- **National Avenue** which provides a direct connection to Downtown and centralized connections to important institutions and commercial uses within the community.
- **Harbor Drive** which connects to downtown and is the location for the Bayshore Bikeway.
- **28th Street** which provides connections to Southeastern San Diego, Golden Hill and Balboa Park.
- **Cesar E. Chavez Parkway** which provides connections to San Diego Bay, Southeastern San Diego, Golden Hill and Balboa Park.
- **Bayshore Bikeway** which provides a continuous loop route around San Diego Bay comprised of Class 1 and Class 2 facilities along the Harbor Drive corridor.

BICYCLING POLICIES

Policy 3.5.1 Provide and support a continuous network of safe, convenient and attractive bicycle facilities connecting Barrio Logan to the citywide bicycle network and implementing the San Diego Bicycle Master Plan and the Bayshore Bikeway.



Well designed and convenient bicycle facilities



Transportation Demand Management practices should encourage the use of bicycling and walking



Bike lane along Harbor Drive



Policy 3.5.2 Provide secure, accessible and adequate bicycle parking, particularly at Barrio Trolley Station located at Cesar E. Chavez Parkway, 28th Street and 32nd Street trolley stations, within shopping areas including the Mercado Commercial District, and at concentrations of employment throughout the community.

Policy 3.5.3 Work with Caltrans to retrofit the pedestrian overcrossing stairways over I-5 at Beardsley Street and 30th Street to add bike rails to facilitate wheeling a bicycle up the stairs.

3.6 PARKING

Many of the goals and policies of this Plan depend heavily on how parking – both on and off street – is managed in Barrio Logan. These goals include reduced congestion and vehicle trips, improved transit, vibrant neighborhood commercial districts, housing production and affordability, and good urban design.

To support the needs of businesses and create successful commercial areas, on-street parking spaces should be managed to favor short-term shoppers, visitors, and loading. In residential areas such as Boston Avenue and along Newton Avenue, curbside parking should be managed to favor residents.

A reduction of minimum off-street parking requirements in new residential and commercial developments, while continuing to permit reasonable amounts of parking if desired, allows developers more flexibility in how they choose to use scarce developable space but may cause community parking impacts.

Development could be built with reduced off-street parking yet still accommodate the parking needs of drivers through supply and demand measures such as innovative shared parking arrangements, provision of community parking garages, or other means. Community parking garages would ideally be located within the Community Village area and in the Transition Zone. These future shared parking structures are envisioned to provide parking for multiple users. General Plan policies ME-G.1 through ME-G.5 as well as Table ME-3 (Parking Strategies Toolbox) should be consulted for additional policies and guidance.



Innovative parking management strategies

PARKING POLICIES

Policy 3.6.1 Establish parking policies that reduce parking congestion.

Policy 3.6.2 Permit construction of public parking garages that include shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for development.

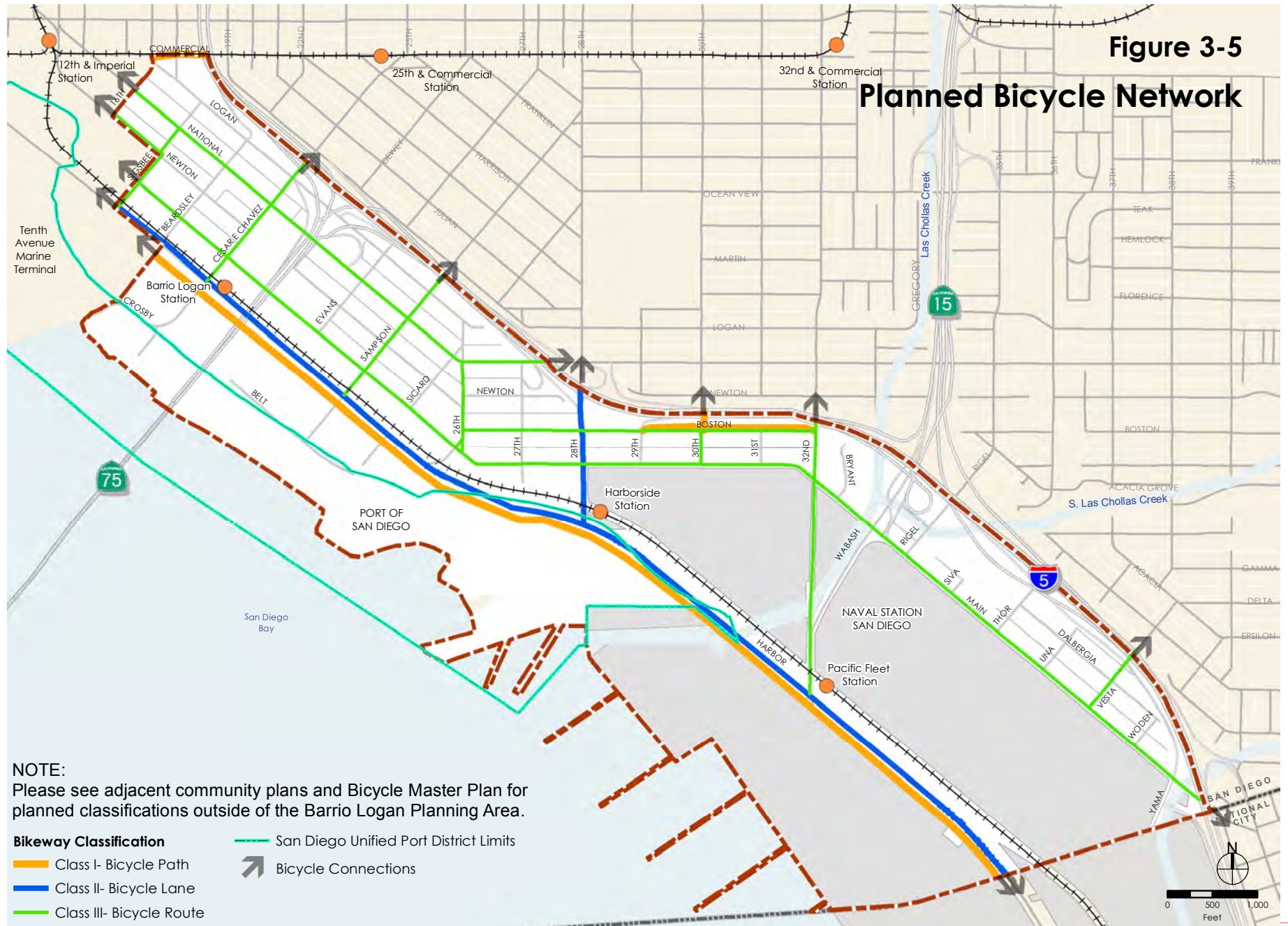
Policy 3.6.3 Encourage shared parking arrangements upon completion of a parking structure that accommodates the parking needs of the maritime and port-related industries.

Policy 3.6.4 Encourage parking spaces to be rented, leased, or sold separately from new residential and commercial space.

Policy 3.6.5 Implement on-street parking management strategies in the Community Village, Historic Core and Transition Zone in order to more efficiently use street parking space and increase turnover and parking availability.

Policy 3.6.6 Implement a parking in-lieu fee for new development that would contribute to implementation of parking demand reduction strategies as well as potentially fund parking structures within the community.

**Figure 3-5
Planned Bicycle Network**



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3.7 GOODS MOVEMENT AND FREIGHT CIRCULATION

Certain areas in the Barrio Logan community experience higher than average truck traffic volumes due to the industrial land uses in the community and in the adjacent Port. Truck restrictions have been implemented on various roadways in the community to eliminate the impacts of trucks traveling to and from the Tenth Avenue Marine Terminal and other Port-related industries. Within the community, truck trips to industrial uses and deliveries to retail uses are legitimate reasons why community streets are being used by trucks. Along the recommended truck routes shown on Figure 3-7, the needs of industry should be prioritized while still accommodating pedestrians, bicyclists and cars. General Plan policies ME-J.1 through ME-J.8 should be consulted for additional policies.

GOODS MOVEMENT AND FREIGHT CIRCULATION POLICIES

Policy 3.7.1 Require adequate loading spaces internal to the development to minimize conflicts with users in new non-residential projects.

Policy 3.7.2 Provide an adequate amount of short-term, on-street curbside freight loading spaces.

Policy 3.7.3 Ensure that adopted goods movement routes including 28th Street and 32nd Street meet the future demands of the Maritime industries as shown on the Future Street Classification Map (Figure 3-4a and 3-4b).

Policy 3.7.4 Support the Port and Caltrans efforts to development improvements to facilitate truck access to and from Harbor Drive and SR-15.

Policy 3.7.5 Support efforts to provide street improvements along Cesar E. Chavez Parkway to dissuade trucks accessing the Tenth Avenue Marine Terminal from using the street.

Policy 3.7.6 Provide improvements at the intersections of Schley Street & 26th Street & Main Street, 29th Street & Main Street, and 29th Street & Boston Avenue to accommodate truck access to I-5 South.

ME-13

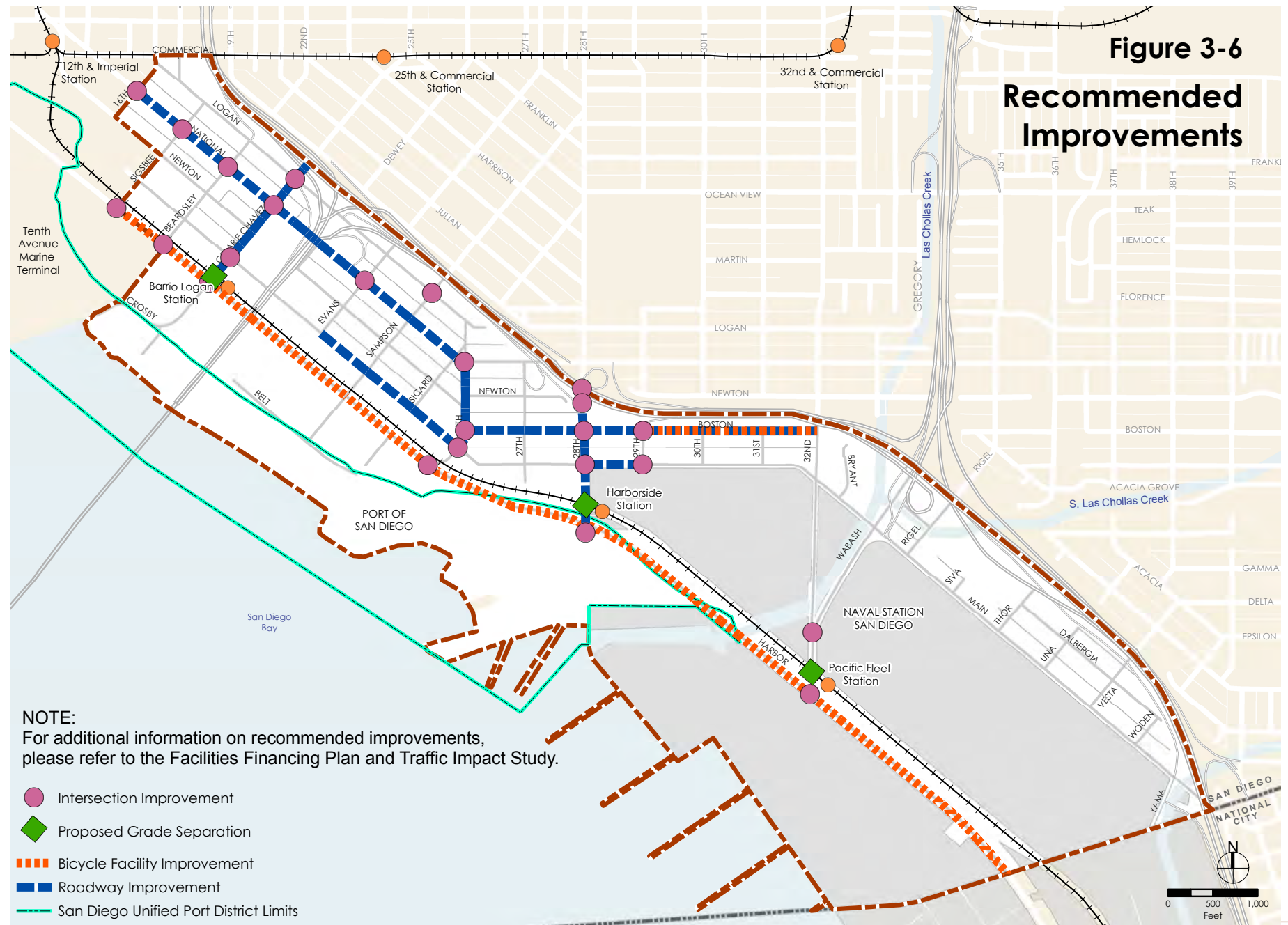


Well managed and business friendly on-street parking



A typical parking garage

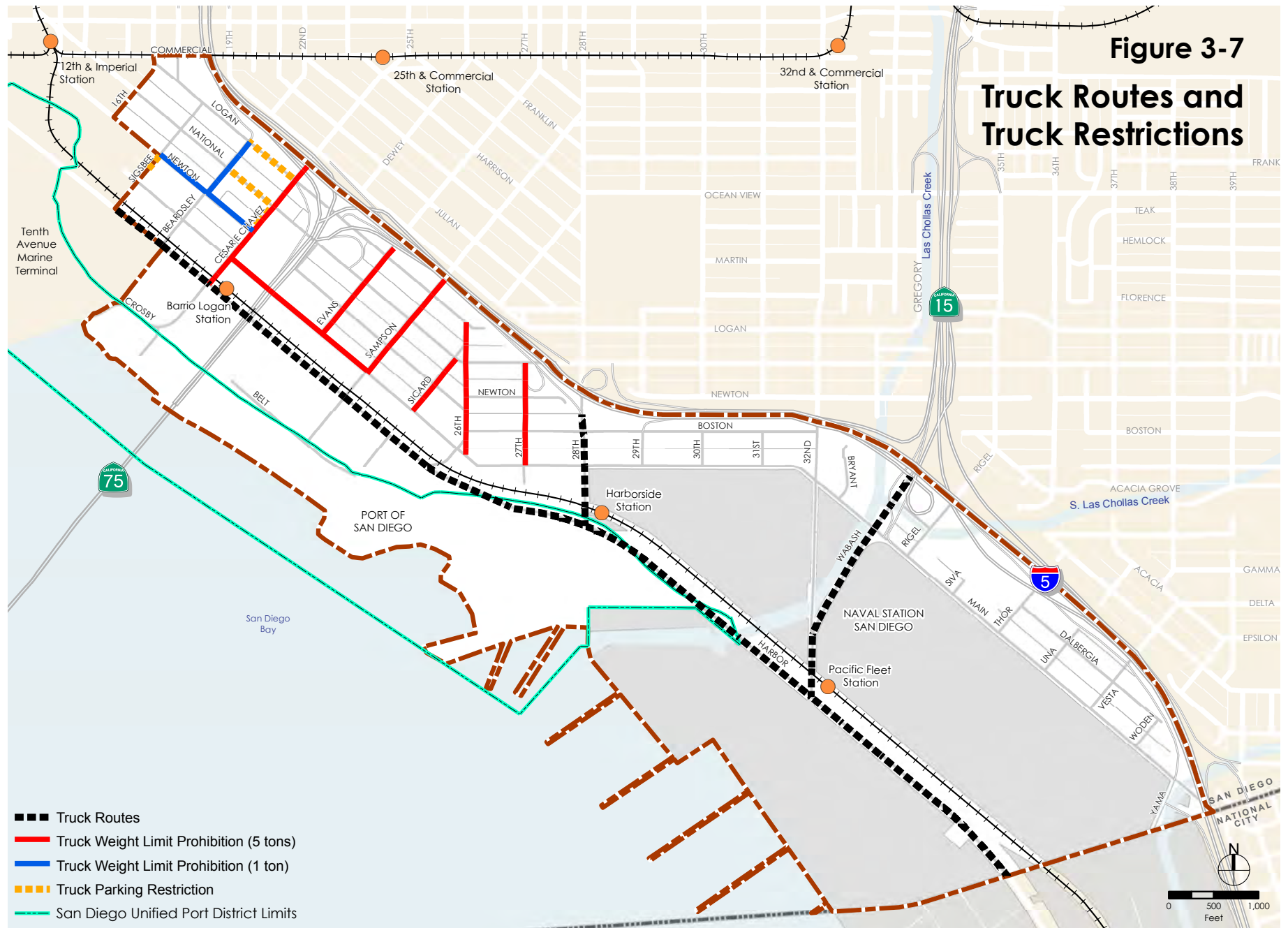
ME-14



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Figure 3-7
Truck Routes and
Truck Restrictions



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CHAPTER FOUR

urban design element

IN THIS CHAPTER

Goals

Urban Form and
Public Realm

Climate Sensitive Buildings

Public Views

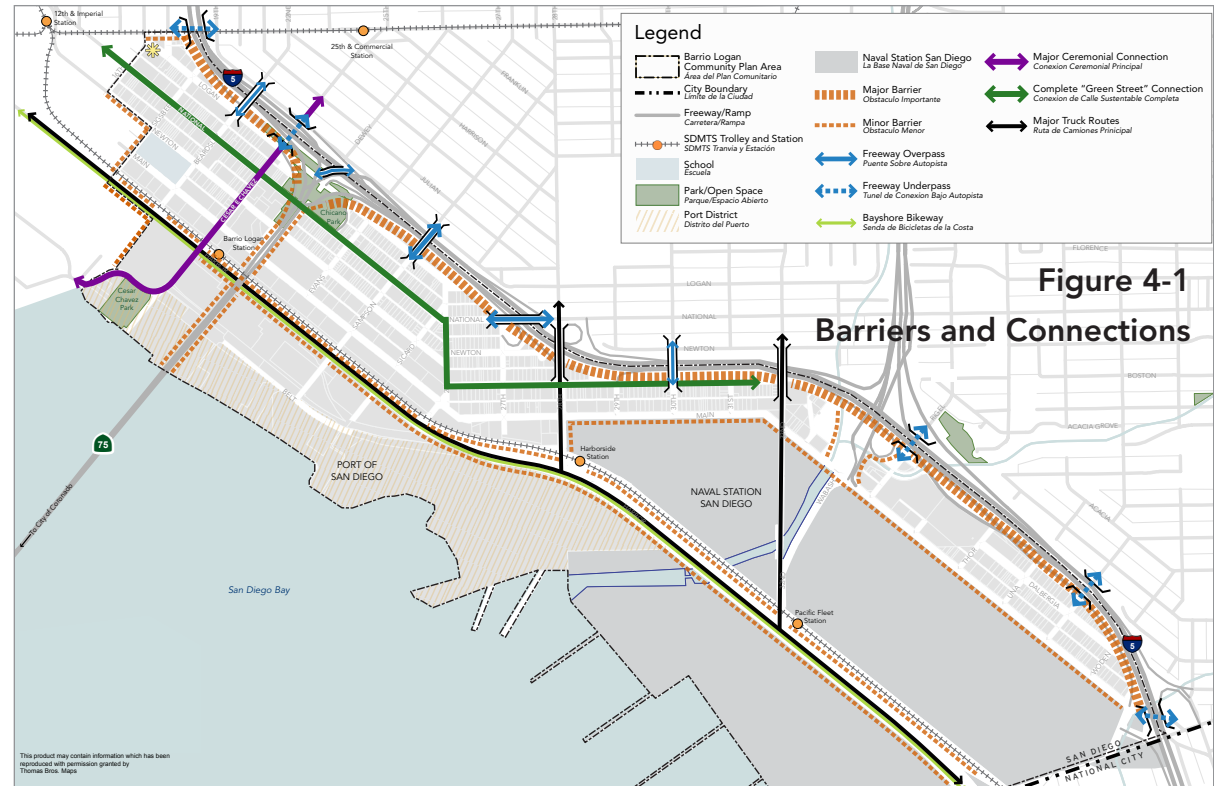
Urban Forest/Street Trees

The Barrio Logan Urban Design Element works in conjunction with the other elements of the Community Plan. The intent is to create a pattern, scale, and character for the built environment that complements the existing community while fulfilling the land use and mobility goals. The Urban Design Element supports and implements the General Plan at the community plan level by including specific design guidelines for Barrio Logan.

UD-1

GOALS

- A built environment that respects the physical, historic, and cultural character of Barrio Logan.
- Development that promotes a healthy, safe, secure, and attractive urban environment.
- An enhanced, expanded and connected public realm throughout the community.
- A pattern and scale of development that meets the diverse needs of the community.
- Reconnect the community of Barrio Logan with the San Diego Bay waterfront and surrounding communities of Logan Heights, National City, and Downtown San Diego.
- Improved visual aesthetics of areas as seen and experienced throughout the community.
- A comprehensive urban forestry program throughout the community that significantly increases the canopy cover throughout the community.

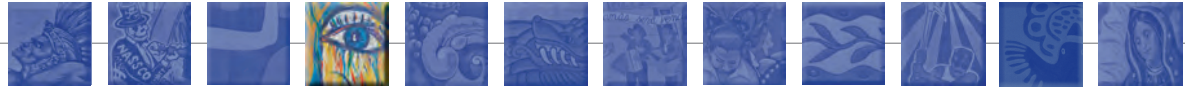


As one of San Diego's oldest communities, Barrio Logan has a long history that is evidenced in the built form, community character, and street patterns that help to define this distinctive community.

Barrio Logan's historical development along the bayfront and its varied parcel sizes - from large industrial facilities to small scale commercial, industrial and residential lots creates unique urban design opportunities and challenges. Of

importance is reestablishing the historical linkages that were broken with the construction of the freeways and railway infrastructure throughout the community as shown in Figure 4-1.

Freeways and railways are a permanent part of the urban fabric of Barrio Logan. However, urban design techniques can be used to enhance the urban environment and reconnect the important places within and outside of Barrio Logan through the design of the built environment.



A variety of new construction at different scales is likely to occur given the demand for housing and services in Barrio Logan. Potential development ranges from façade renovations, to modest structures that will fill in gaps on small parcels within the Historic Core and in the Community Village area, to more dramatic redevelopment of large underutilized residential and industrial parcels depending on the location within the community. Development should add to Barrio Logan's character, create a human-scaled public realm, and fit within the surrounding fabric. Large developments should not overwhelm the character of the area and should help establish a pedestrian-scale pattern along the street grid system.

Barrio Logan's urban form is comprised of a distinctive street grid pattern that helps residents and visitors alike navigate through its streets, understand relationships between different neighborhoods, and feel the uniqueness of place.

The northwest to southwest traditional street grid pattern, creating unique view corridors reinforced by tightly-knit street front buildings, is the strongest existing organizing pattern in Barrio Logan. This traditional grid pattern should be reinforced and used to connect the activity centers in the plan area, as well as to link Barrio Logan to its neighboring communities and the San Diego Bay.



Typical Barrio Logan Block Configuration



Typical Barrio Logan Building Footprint Configuration



Artist's rendering of National Avenue

4.1 URBAN FORM AND PUBLIC REALM

The urban design policies and guidelines are intended to respect and reflect the historic development patterns while allowing for new growth and development to occur that is consistent with the urbanized nature of Barrio Logan. The policies ensure that the principles of good neighborhood design are followed while allowing for freedom of architectural expression. As such, architectural style is not addressed in these guidelines.

Instead, the guidelines pertain to the elements of high quality building and site design that affect the scale, character, pedestrian friendliness, and other characteristics that affect the public realm. The intent is to encourage high quality design of buildings and public spaces that will create an inviting and visually interesting neighborhood.

URBAN FORM AND PUBLIC REALM POLICIES

Policy 4.1.1 Require new development to design street frontages with architectural and landscape interest, and provide high quality street-facing building exteriors, to create a visually appealing streetscape.

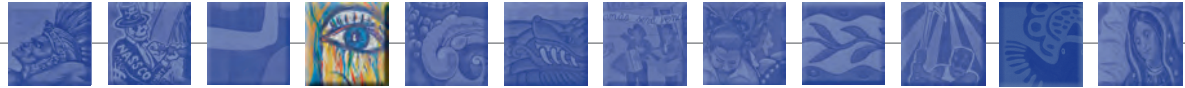
Policy 4.1.2 Design buildings so that they are sensitive to scale, form and quality of the neighborhood while respecting the context of well established streets, landmarks.

Policy 4.1.3 Articulate new buildings, especially with large street frontages, with strong, well defined and rhythmic vertical elements, to achieve the visual interest necessary to sustain pedestrian interest and activity.

Policy 4.1.4 Differentiate changes in use of vertically mixed-use buildings visually through changes in material, upper floor setbacks or other means, and not solely by color alone.



Create a visually appealing streetscape (view is of Cesar Chavez and Main Street looking north)



Policy 4.1.5 Differentiate the mass of buildings with street frontages longer than 25 feet on residential streets or alleys, and 40 feet on all other streets, with well designed vertical and horizontal modulations such as ground floor entryway setbacks, upper floor stepbacks for balconies or other means, and not solely by color alone.

Policy 4.1.6 Use authentic materials with a substantial appearance, including wood, masonry, ceramic tile, concrete or smooth stucco. Avoid using materials such as foam molding or faux stone in particular those that have the appearance of thin veneer or attachment. If used, aforementioned materials should not be the dominant façade material and should not be used for detailing or ornamentation.

Policy 4.1.7 Terminate brick, stone, tile, veneers, or other applied materials logically and strongly, such as by wrapping corners and terminating at architectural modulations, articulations, frames or other features, so not to appear superficially affixed to the façade.

Policy 4.1.8 Use non-reflective glass windows on all ground floor retail and first floor office uses that front onto pedestrian streets and alleys. Frame windows with protruding vertical and horizontal shading elements to provide required protection from overheating when windows face southwest and west.

Policy 4.1.9 Locate all mechanical equipment, including ground, building and roof-mounted equipment away from public view where possible.

- a) Screen views of ground, building and roof-mounted mechanical equipment from adjoining properties and public rights of way with building elements that are consistent with the overall character and design of the building facades. Building frontage should not be used for utilities, storage and refuse collection wherever possible.
- b) Place utility boxes and access panels underground, or out of the public right-of-way so as to prevent pedestrian impediments and blank building frontages, and to ensure that sidewalk planting opportunities for street trees and landscape are not limited.

Policy 4.1.10 Ensure that development includes appropriate setbacks.

- a) Provide space for an entry and front landing between the public sidewalk and the private entryway for commercial and residential streets.
- b) Use setbacks or projections on the upper floors, balconies, bay windows, innovative roof lines, or roof decks to make the façade of the building attractive and more compatible to the surrounding context.

UD-5



Visually differentiate changes in use of vertically mixed-use buildings

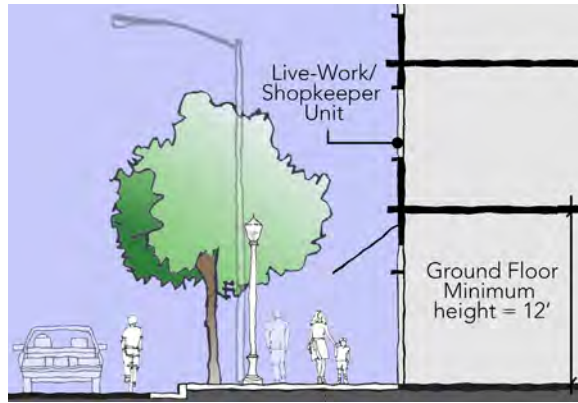


Use non-reflective glass windows on ground floor retail and first floor office

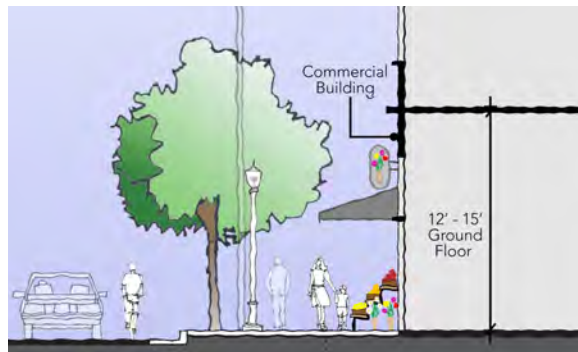


Provide space for an entry and front landing between the public sidewalk and the private entryway

Policy 4.1.11 Incorporate Crime Prevention Through Environmental Design (CPTED) measures to design safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well used streets and active residential frontages. (Refer to General Plan Policy UD-A.17).



Design live/work units on the ground floor to appear like storefront space with minimum 12-foot-high ceilings



Design all ground floor commercial development to have 15-foot high ceilings

GROUND FLOOR RETAIL POLICIES

Policy 4.1.12 Design storefront space with minimum 12 to 15-foot-high ceilings to encourage high quality design and accommodate diverse commercial uses.

Policy 4.1.13 Ensure that ground floor retail space has sufficient building depth to meet the needs of retailers.

PARKING POLICIES

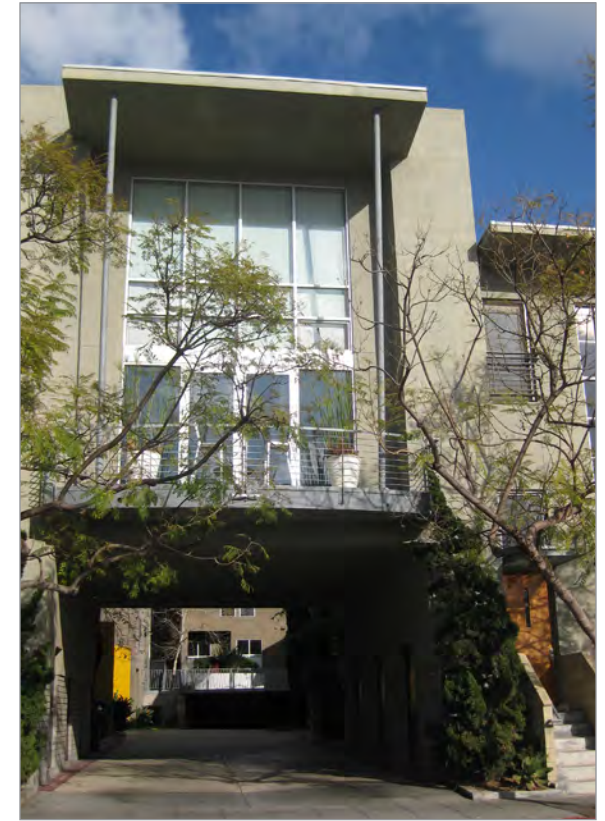
Policy 4.1.14 Minimize the land area dedicated to parking, on-site space dedicated to automobile circulation, and the associated visual impact of parking by creating access to parking from the alleyway and by other means (Refer to General Plan Policies UD-A.11-12).

Policy 4.1.15 Place parking underground wherever site conditions allow.

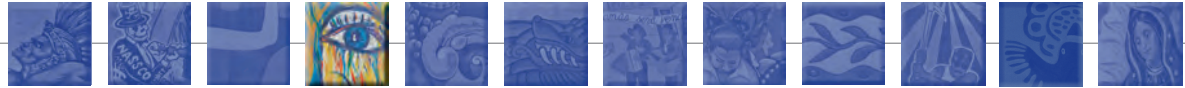


Create access to parking from the alleyway

Policy 4.1.16 Consolidate parking for multiple properties, where opportunities arise, to reduce the average cost of construction and minimize the number of curb cuts and garage entrances.



Screen curb cuts and automotive entryways with low building elements



Policy 4.1.17 Strongly discourage at grade parking. Wrap at-grade parking with a minimum of 15 feet of active use, such as residential and/or retail, on both the primary and secondary street frontages, except for the minimum frontage required for fire doors and parking access.

Policy 4.1.18 Eliminate curb cuts concurrent with development, and locate parking, service, and loading access at the rear of buildings. If this is not possible, screen these elements with low building elements that integrate living walls, public art, and lighting design.

Policy 4.1.19 Prohibit drive-throughs in all new commercial and retail development.

BUILDINGS AND FRONTING SIDEWALK POLICIES

Policy 4.1.20 Ensure that building openings and fenestration represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Recess windows a minimum of 3 inches.

Policy 4.1.21 Locate active uses on the ground floor of the buildings in order to enliven and engage the street.

Policy 4.1.22 Access ground-floor units directly from the public right-of-way. If this is not feasible, provide access through a transparent lobby.

Policy 4.1.23 Clearly identify entryways by adding awnings, creating a landing area or front porch, or adding design details.

- a) Residential units fronting a street or alley should have their primary entryway accessible from the street or alley.
- b) Garages should not take the place of the main entryway.

UD-7



Locate active uses on the ground floor



Buildings should be set back to accommodate front steps and stoops to help embrace the sidewalk



Building form should celebrate corner locations

Policy 4.1.24 Require that buildings embrace the public realm, and be set back only to accommodate elements that enhance this effect. This includes wider sidewalks, front steps and stoops to create lively storefronts or to mark entrances.

Policy 4.1.25 Enhance setback areas with high quality streetscape elements and landscape.

Policy 4.1.26 Prohibit chain-link fencing on parcels adjacent to the street or public right of way.

Policy 4.1.27 Ensure that building form celebrates corner locations where topography permits. Retail entrances should be located at corners for neighborhood-serving commercial and mixed use projects.

- a) Primary residential entrances may be located away from the corner to prevent congestion.
- b) For all types of development, special building elements and architectural expressions, such as towers, special entries should be used strategically at key locations to address key street intersections and celebrate nearby important public spaces. These elements should be integrated into the overall design of the building.
- c) Encourage the use of special corner treatments for buildings that front onto the intersections of Cesar E. Chavez Parkway, Sigsbee Street, Beardsley Street, 16th Street, Dewey Street, Evans Street, Sampson Street, and Sicard Street, as well as 27th and 28th Streets.

ACCESS TO LIGHT AND AIR POLICIES

Policy 4.1.28 Orient and configure development to allow for adequate access to light and air so that daylight is able to reach all living spaces for part of the day; and adequate ventilation is provided when windows are open.

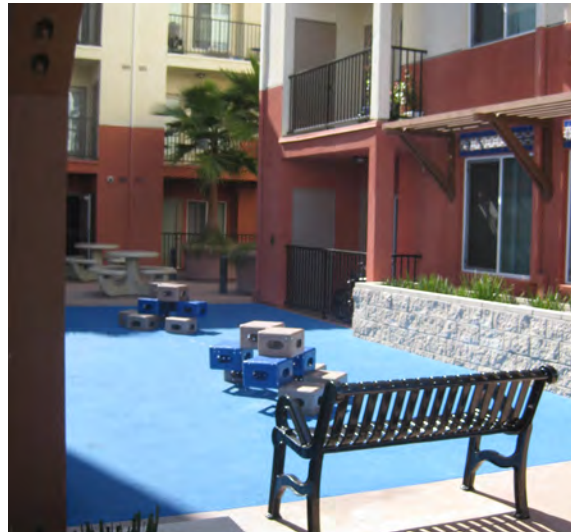
- a) Avoid building configurations that rely on narrow side yards for access to air and light.
- b) Provide courts, niches, alcoves, and other spaces in new residential and mixed-use development to allow for access to air, light, and ventilation from two or more sides if possible.

Policy 4.1.29 Require that residential and mixed-use development maximize access to private outdoor space and light while ensuring an adequate level of privacy of all residents.

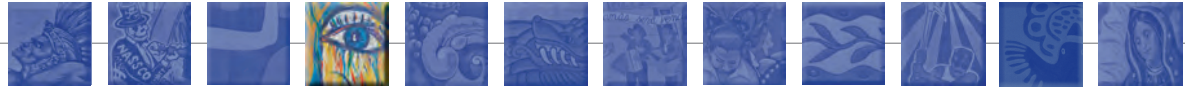
- a) Windows and balconies should not face or overlook each other.
- b) Minimize the number of windows looking into neighboring interior private yards when possible. Otherwise, provide landscape or architectural features that afford privacy.
- c) Encourage residential balconies designed to work within the building's façade and used to help express different modulations of the building. Balconies can be inset, projecting, or a part of an upper terrace. Plantings on balconies are strongly encouraged.



Orientation and configuration of development should allow for adequate access to light and air



Residential and mixed-use development shall maximize access to private outdoor space

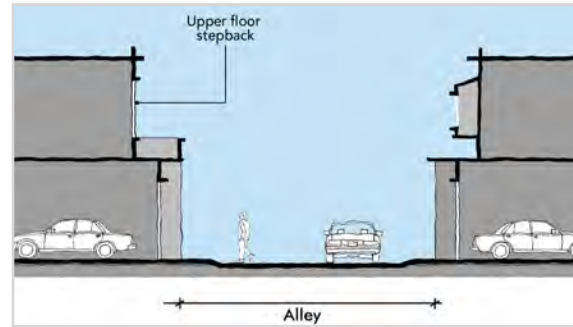


BUILDING HEIGHT POLICIES

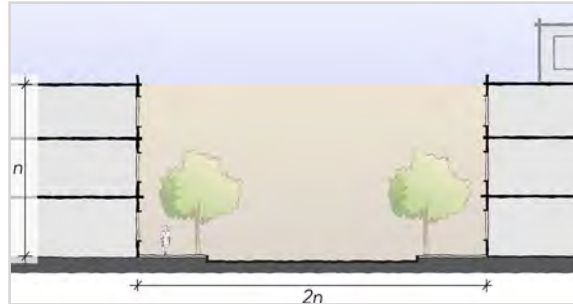
Policy 4.1.30 Use the surrounding buildings to inform variations in height and massing of development.

Policy 4.1.31 Step down development in height as it approaches the Bay to reinforce the city's natural topography and to enhance views to the San Diego Bay (Figure 8-1).

Policy 4.1.32 Ensure that development height be roughly proportional to street width, except where different heights are desired to reflect the importance of key streets within the Community Village area or to preserve desired lower-scale character within the Historic Core.



Provide upper story setbacks along alley frontages



Establish building heights to be proportional to street widths

PUBLIC VIEW POLICIES

Policy 4.1.33 Require buildings along National Avenue, Main Street, Newton Avenue, and Logan Avenue northwest of the San Diego-Coronado Bridge to accommodate a minimum sidewalk width of 12 to 14 feet to preserve views toward downtown and allow for enhanced pedestrian amenities.

Policy 4.1.34 Require buildings along Sampson Street to be set back 5 feet from the back edge of the sidewalk to frame views toward San Diego Bay.

Policy 4.1.35 Require buildings along Cesar E. Chavez Parkway to be set back to accommodate a minimum sidewalk width of 13 to 15 feet to preserve views toward San Diego Bay and allow for enhanced pedestrian amenities.

Policy 4.1.36 Require buildings constructed in the westernmost portions of the community near Harbor Drive to be designed to maintain existing views, and where possible enhance the bayview corridors to San Diego Bay along Beardsley, Cesar E. Chavez, Evans, Sampson, and Sicard.

UD-9



National Avenue view corridor

HISTORICALLY AND CULTURALLY SIGNIFICANT BUILDING POLICIES

Policy 4.1.37 Design infill development to positively reflect the qualities of historically and culturally significant buildings and not merely replicate the architectural style.

Policy 4.1.38 Maintain the fine-grained scale of much of Barrio Logan by developing projects to match existing parcel footprints.

Policy 4.1.39 Preserve notable landmarks and areas of historic, architectural and aesthetic value, and promote the preservation of other buildings and features that provide continuity with the past.

Policy 4.1.40 Site buildings so that they reinforce street frontages and alleyways and relate to the context of existing and planned buildings.

Policy 4.1.41 Encourage buildings to express a variety of architectural styles, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the high quality (desirable) older buildings that surround them.



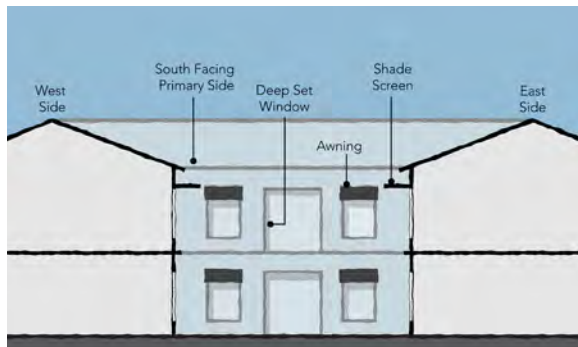
Infill development should provide positive additions to the best of the old



4.2 CLIMATE SENSITIVE BUILDING POLICIES

Development of infill buildings and retrofitting of existing buildings should take into account energy efficient design. When energy efficient design is incorporated into the overall site planning and individual building design, it can create a distinctive context sensitive architecture that will be unique to the Barrio Logan neighborhood. Macro and micro level design solutions may include the following:

- Policy 4.2.1** Minimize building heat gain and appropriately shade windows for all new development
- Orient buildings to minimize east and west facing facades.
 - Configure buildings in such way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.

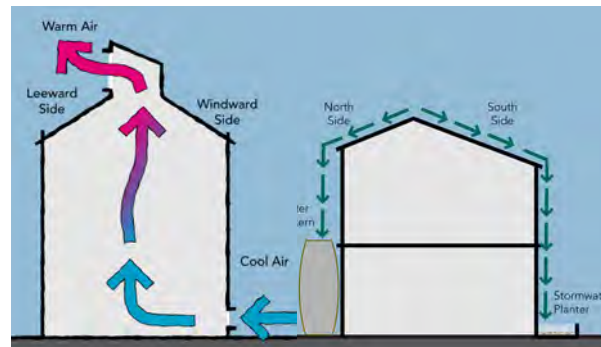


Minimize building heat gain with appropriate courtyard configurations and shading fenestration techniques

- Provide awnings, canopies and deep-set windows on south facing windows and entries.
- Provide exterior shades and shade screens on east, west and south-facing windows.
- Use horizontal overhangs, awnings or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang depth to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun.
- Provide vertical shading and fins on east and west facing building facades.

Policy 4.2.2 Maximize natural and passive cooling that builds on the proximity of the nearby San Diego Bay.

- Install high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.
- Create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.



Maximize natural and passive cooling

- Ensure that leeward openings have substantially larger total area (50% to 100%) larger than those on the windward side to ensure adequate pressure to facilitate air movement.
- Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.
- Use wing walls (vertical solid panels placed alongside of windows perpendicular to the wall on the windward side of the building) to accelerate the natural wind speed due to pressure differences.

GREEN BUILDING POLICIES

Policy 4.2.3 Incorporate environmentally conscious building practices and materials.

- Use durable construction materials, as well as re-used and recycled materials.
- Encourage the use of permeable paving elements in auto and non-auto-oriented areas.
- Minimize impervious surfaces that have large thermal gain.

Policy 4.2.4 Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments.

- Plant deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
- Plant vegetation adjacent to exposed east and west facing walls.
- Plant groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.

Policy 4.2.5 Integrate storm water BMPs on-site to maximize their effectiveness.

- a) Encourage the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use.
- b) Utilize downspouts to discharge into disconnected impervious areas to interrupt the direct flow of rainwater from the buildings to the storm water system.
- c) Minimize on-site impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), or cobble-stone block pavement to detain and infiltrate run-off on-site.

4.3 URBAN FOREST/STREET TREES

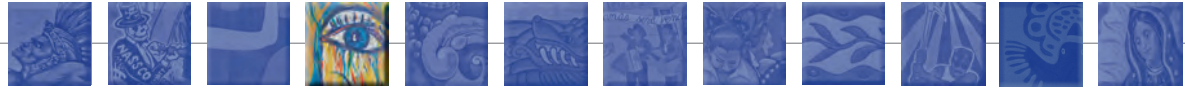
Tree-lined streets enhance a community and leave lasting impressions for anyone who lives, works, or visits the community. Street trees are a significant and highly visual portion of the urban fabric, and are a vital part of the infrastructure system essential to the quality of life in an urban environment. Street trees provide economic, environmental, social and aesthetic benefits. Street trees can give a distinctive character to the community, establish visual harmony and continuity along the street, help to increase property values, enhance civic pride, absorb carbon dioxide, improve health, promote overall well being, reduce storm water runoff and produce oxygen and filter airborne particulates to help reduce air pollution.

Policy 4.3.1 Shade-producing street trees should be the primary organizing element of the streetscape; restrictions and conflicts with other elements should be minimized to ensure consistent plantings. See Appendix A for a list of Street Trees.

COMMUNITY CORRIDORS

Principal thoroughfares will be consistently planted with selected theme trees, establishing strong, recognizable community-wide design elements. The community corridor street tree plan establishes individualized streetscape concepts for major thoroughfares in the community. These streetscapes act as linear gateways to the community and contain some significant commercial areas. These streets include Logan Avenue, National Avenue, Newton Avenue, Main Street and Cesar E. Chavez Parkway. In addition to giving the streetscape a unified character, the following should be considered:

- a) Theme trees are the dominant species and will establish the character of the street.
- b) Alternate trees are also appropriate and should be used when conditions for the Theme Tree are inappropriate, or when there is a need to separate the dominant species for disease prevention or visual accent purposes.



LANDSCAPE DISTRICTS

For purposes of neighborhood street tree selection, the community has been divided into the following six districts based on their built environments: Community Village, Historic Core, Transition Area, Main and Boston Corridor, Harbor Drive, and Prime Industrial (See Figure 2-3 for Neighborhood Areas map). Each district will be distinguished by a unique selection of trees. Within each selection, any of the listed trees can be established as the theme tree for a particular block, street or area. Consistent tree planting within neighborhoods will help to foster a cohesive sense of place.



Shade producing street trees along Dalbergia Street

THEME TREE

These are trees that form the dominant character of the street. Theme trees should be used to unify the street unless site conditions require that an alternate or an accent tree be used.

ALTERNATE TREE

These are trees that are considered appropriate for the site, due to view corridors, orientation of the street to views, or micro-climate conditions. New planting should use the theme trees, however when conditions for the tree cannot be achieved, or when there is a need to separate the theme tree for disease prevention purposes an alternate tree should be used.

ACCENT TREE

Accent trees should be selected based on flowering habit, foliage color, foliage texture, and/or tree form. Accent trees should compliment the theme tree.

URBAN FOREST/STREET TREES POLICIES

Policy 4.3.2 Incorporate shade-producing street trees along all streets and roadways.

- a) Maximize tree canopy – the optimum canopy will vary in accordance with street size, existing infrastructure, community needs, environmental limitations, and aesthetic considerations.
- b) Plant two different species of tree per block to mitigate the loss of an entire planting of trees due to disease. Placement of different species should be organic in nature rather than simply alternating one species with another.
- c) Provide an appropriate mix of drought-tolerant tree types in order to provide a diverse ecosystem more able to adapt to changing environmental pressures.
- d) Provide a mixed age tree population. Including a mix of juvenile, young, and mature trees is essential to ensure a constant level of benefits from street trees.
- e) Provide varied forms, textures, structure, flowering characteristics and other aesthetic benefits to enhance the types of street environments found in Barrio Logan.

Policy 4.3.3 Encourage and support community design and plantings of additional street trees that are consistent in theme and character.

Policy 4.3.4 Require a double row of street trees where sidewalks/setbacks exceed a total of 15 feet.

Policy 4.3.5 Provide for the necessary care of existing street trees and replace trees which are damaged with in-kind in a timely manner.

Policy 4.3.6 Use accent trees that are a different species than the adjacent street trees at important street intersections or corners.

Policy 4.3.7 Ensure that public agencies and private enterprises responsible for maintenance of street trees operate with common goals and objectives.

- a) Coordinate with public agencies and private enterprises when impacting street trees.
- b) Reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital and equal component of the City's infrastructure.

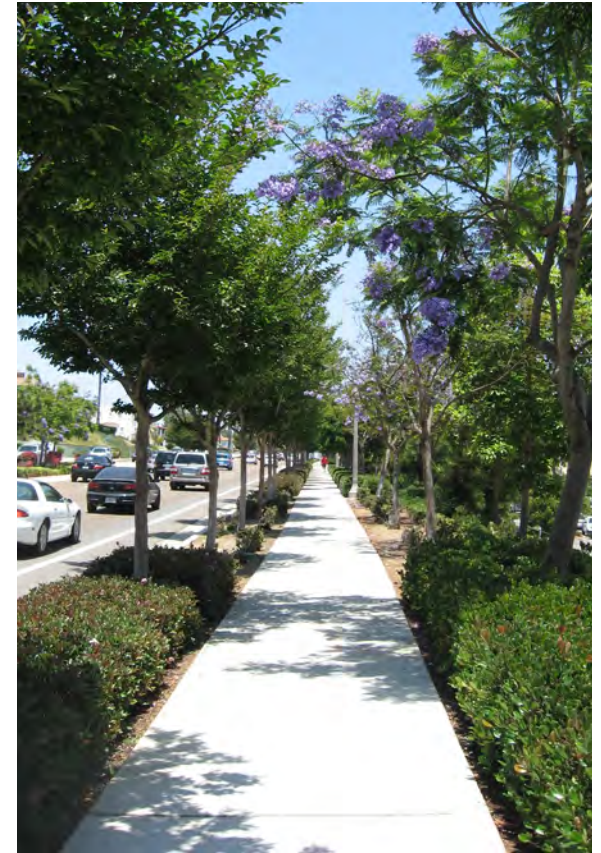
Policy 4.3.8 Space street trees no further than 30' on center to achieve a continuous canopy.

Policy 4.3.9 Encourage contiguous tree-lined parkways *along* residential streets, such as Boston Avenue.

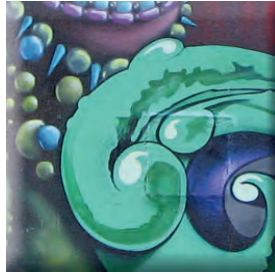
Policy 4.3.10 Provide large trees in tree grates along commercial streets, when contiguous parkways cannot provide adequate room for both circulation and the landscape planted area.

Policy 4.3.11 Encourage residents and businesses to organize and implement tree planting programs consistent with the Landscape Districts recommendations. Selection of one theme tree, from the Landscape District list (Appendix A), for each neighborhood street, or block is recommended to create local continuity and identity.

Policy 4.3.12 Maintain existing parkways and provide landscape parkways between the curb and sidewalk in new developments and redeveloped areas.



Encourage tree-lined streets



CHAPTER FIVE

economic prosperity element

IN THIS CHAPTER

Goals

Industrial

Commercial and Office

Economic development efforts create job opportunities for the residents of Barrio Logan as well as other San Diego neighborhoods. To ensure that industrial uses and locally-serving commercial uses remain viable in Barrio Logan, the plan proposes to protect and preserve Prime Industrial lands, provide a Transition Zone between predominantly industrial and residential areas, promote infill commercial and office development, and encourages the use of local and state programs to incentivize business retention and expansion.

Barrio Logan is an important employment center for the region. In 2010, the Barrio Logan Community Plan area had approximately 10,105 employees. The plan is expected to increase employment to approximately 14,893 employees. The maritime base sector industries are important for the stability and growth of Barrio Logan commercial businesses and entire regional economy and is also an important part of the economic base. The Port of San Diego's 10th Avenue Marine Terminal, 32nd Street Naval Base, and the maritime-oriented industries are all inter-dependent on each other.

EP-1

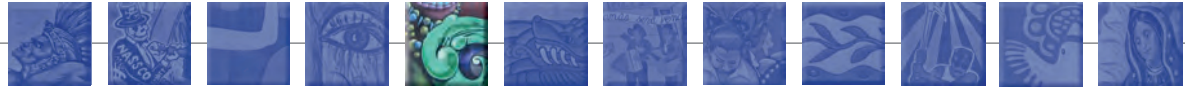
GOALS

- Sufficient long-term capacity for base sector industrial industries.
- Economic growth of major maritime industries and local businesses that cater to the maritime industries while promoting environmentally sustainable business operations.
- A strong and stable socio-economic makeup comprised of a residential community and an industrial center for water-oriented industry.
- Economic wellbeing of locally-owned and operated businesses by utilizing economic development approaches and programs that benefit the local business environment.
- Ample middle income job opportunities for residents of Barrio Logan and other nearby communities.



Barrio Logan lacks basic commercial and retail-serving uses such as banks, pharmacies, convenience stores, and other neighborhood serving uses typically found in urbanized communities.

Logan Avenue from Chicano Park to 27th Street is envisioned as a commercial arts and cultural district which could provide new job and entrepreneurial opportunities for Barrio Logan residents.



The maritime industries located west of Harbor Drive are active use, providing the Port and city with modern shipbuilding as well as container- and non-container-cargo handling facilities. The businesses at and related to the bay front are well integrated with the city's economy; they employ a substantial number of people, generate income for the Port, and taxes for the city.

It is important for the health and diversity of the city's economy and population that land West of Harbor Drive and within the Transition Zone be preserved for Maritime-Oriented Production and Repair (MPR) activities. Jobs in these areas tend to pay above average wages, provide jobs for residents of all education levels and offer good opportunities for advancement.

5.1 INDUSTRIAL

The majority of industrial businesses in Barrio Logan manufacture goods and provide a wide variety of repair, processing, and logistic services to other businesses and to the Navy.

PRIME INDUSTRIAL LANDS

Lands identified as Prime Industrial are shown in Figure 5-1 and support export-oriented activities such as manufacturing, research and development, and supporting business service uses.

The identification of Prime Industrial lands is intended to protect valuable industrial land for industrial uses and prevent future encroachment of incompatible uses. Prime Industrial lands are characterized by predominantly industrial structures and uses generally free from residential or sensitive receptor land uses.

HEAVY INDUSTRIAL

The Heavy land use designation allows heavy industry manufacturing, but also allows a wide variety of light manufacturing, distribution, and some service sector uses.

INDUSTRIAL POLICIES

Policy 5.1.1 Prohibit the establishment of sensitive receptor and public assembly land uses within industrially designated areas.

Policy 5.1.2 Require analysis and justification per General Plan Policies EP-A.11 and EP-A.12.c for any proposed changes that would remove properties from the Prime Industrial lands map.

EP-3



Pacific Ship Repair building



NASSCO Heavy Industrial



PCE Maritime Industries

5.2 COMMERCIAL AND OFFICE

There are a variety of commercial uses within Barrio Logan that not only serve residential customers but also provide other important goods and services to other business and industries such as those on the waterfront and the Navy.

Commercial uses within the Community Village area should be provided in a mixed-use setting that complements adjacent or adjoining residential uses.

COMMUNITY AND NEIGHBORHOOD COMMERCIAL

Retail uses that provide groceries, consumer wares and services are encouraged to locate in land designated for Community and Neighborhood Commercial.

EP-4

HEAVY COMMERCIAL

The Heavy Commercial designation provides for retail sales, commercial services, office uses, wholesale, distribution, storage, and vehicular sales and service uses. Residential is not allowed within the designation of Heavy Commercial.

OFFICE COMMERCIAL

Office Commercial uses shall provide for office employment with limited, accessory retail uses. It is the intent of this designation to provide major employers such as the Navy and Port tenants to locate larger scale offices in Barrio Logan along major thoroughfares and to buffer the predominantly residential areas from the predominantly industrial areas.

COMMERCIAL POLICIES

Policy 5.2.1 Locate smaller-scale convenience shopping opportunities throughout Barrio Logan to promote greater pedestrian activity.

Policy 5.2.2 Future development projects that provide neighborhood serving commercial uses in Barrio Logan should be encouraged.

Policy 5.2.3 Encourage the development of neighborhood serving commercial uses; including food markets, restaurants, and other small retail shops to serve both residents and the Port tidelands employees.

Policy 5.2.4 Enhance the business corridor along Logan Avenue from Chicano Park to 27th Street as an Arts and Cultural Mixed-Use District.

Policy 5.2.5 Encourage the development of new office space that supports and complements the major Port industries and United States Navy.



Heavy Commercial



Retail uses such as restaurants and small stores are encouraged



Birds eye view of Mercado commercial area at Main Street and Cesar E. Chavez Parkway



CHAPTER SIX

public facilities, services and safety

IN THIS CHAPTER

Goals

Public Facilities and Services

Health and Safety

The purpose of the Public Facilities, Services and Safety Element is to identify and propose public facilities and services needed to serve the existing and future population of Barrio Logan. This element includes specific policies regarding public facilities financing, public facilities and services prioritization, fire-rescue, police, stormwater, water and sewer infrastructure, waste management, libraries, schools, parks, trails and habitat restoration, public utilities, healthcare and social service facilities as well as health and safety. Figure 6-1 illustrates where current facilities exist (as of 2012).

PF-1

GOALS

- Public facilities and services that are available and accessible to the community.
- Development that fully addresses their impacts to public facilities and services.
- Police and fire safety services that meet the current and future needs of the Barrio Logan community.
- Park and recreation and school facilities that are safe and convenient.
- A reliable system of water, wastewater, stormwater, and sewer facilities that serve the existing and future needs of the community.
- High levels of emergency preparedness.
- Minimal exposure to hazardous materials.
- An adequate plan to prepare and respond to issues resulting from seismic conditions.

6.1 PUBLIC FACILITIES AND SERVICES

POLICE AND FIRE

Barrio Logan is located within the **Police Department's** Central Division jurisdiction. Central Division is comprised of the following facilities:

- Central Division, 2501 Imperial Avenue
- Logan Heights Storefront located at 446 26th Street

Fire protection services are provided by:

- Fire Station #7, 944 Cesar E. Chavez Parkway
- Fire Station #19, 3434 Ocean View Blvd.

Fire Station #7 is a 3,645 square foot station constructed in 1957. A larger fire station is needed in order to respond to incidents in Barrio Logan, Downtown San Diego and Port of San Diego. San Diego Fire Station #19 was completed in 1986 and covers a portion of the Barrio Logan community between 28th Street and the border of National City.

POLICE AND FIRE POLICIES

Policy 6.1.1 Provide additional police oversight of Chicano Park to assist with issues of prostitution and vagrancy.

Policy 6.1.2 Construct a new state-of-the-art fire station to replace the existing Fire Station #7.

Policy 6.1.3 Ensure that there is sufficient fire protection coverage and that established response times are met throughout Barrio Logan.

WATER, SEWER AND STORMWATER INFRASTRUCTURE

Extensive replacement and maintenance of the water and sewer lines has been occurring from year to year. Upgrading the existing infrastructure is an ongoing process. Barrio Logan is under capacity in terms of storm drainage and the community has traditionally seen flooding during storms. Water from rainstorms can cause flooding throughout the alleys and many of the streets of Barrio Logan. Upgrading existing infrastructure as well as the storm drain system is critical to the future of Barrio Logan.



Ensure that there is sufficient fire protection coverage and response times throughout Barrio Logan.



Perkins Elementary School



Chicano Park

WATER, SEWER AND STORMWATER INFRASTRUCTURE POLICIES

Policy 6.1.4 Upgrade infrastructure for water and sewer facilities and institute a program to clean the storm drain system prior to the rainy season.

Policy 6.1.5 Install infrastructure that includes components to capture, minimize, and add/or prevent pollutants in urban runoff from reaching San Diego Bay and Las Chollas Creek.

PARKS, SCHOOLS, AND LIBRARY

Barrio Logan has two parks to serve the community: the City's Chicano Neighborhood Park and the Port District's Cesar Chavez Park. There are also private and not-for-profit community organizations that offer recreational facilities and programs within the community. Refer to the Recreation Element for details.

The San Diego Unified School District's Perkins Elementary is a kindergarten to 8th grade public elementary school. It is the only public elementary school located in Barrio Logan. To meet the needs of the community, the school added grades 6 through 8 by placing portable classrooms in the school's recreational area.

Perkins Elementary School will need to identify additional recreational area to accommodate the increase in the student population. The children attending junior and senior high school must travel outside the community's boundaries, typically to San Diego High School located on Park Boulevard in downtown San Diego. When the planned joint Downtown San Diego Public Library and High School facility located on L Street is completed, this High School should be available to Barrio Logan residents. Since the population of Barrio Logan is not expected to exceed 13,613, junior or high school facilities are not planned within the Barrio Logan planning area boundaries.

As of 2013, the San Diego Community College District has a continuing educational facility in Barrio Logan that provides vocational training opportunities.

The library at Logan Elementary School in Southeastern San Diego provides library services for Barrio Logan. The new Central Library located in downtown will provide library services as well.



Community College Continuing Education Center on Main Street and Cesar E. Chavez Parkway

PARKS, SCHOOLS AND LIBRARY POLICIES

Policy 6.1.6 Ensure that existing and future parks meet the needs of the residential population in Barrio Logan as well as provide recreational opportunities for workers and visitors alike.

Policy 6.1.7 Coordinate with the San Diego Unified School District and community to explore options for the provision of needed educational facilities, including the establishment of charter schools that serve Barrio Logan and downtown San Diego.

Policy 6.1.8 Ensure that future library services provide the necessary resources for Barrio Logan residents.

PUBLIC UTILITIES, STREET LIGHTS AND COMMUNITY BENEFIT ASSESSMENT DISTRICT

Gas and electricity are provided by the San Diego Gas & Electric Company. San Diego Gas & Electric has substantial investment in the Barrio Logan community. Several parcels of land are owned by the utility and one of the utility's major power stations in the San Diego region is located in Barrio Logan. This station is identified as the Silvergate substation, located west of Harbor Drive at Sampson Street.

Barrio Logan lacks adequate street lighting throughout the community. Street lighting is important to improve safety for pedestrians, vehicles, and property at night.

A Community Benefit Assessment District (CBAD) would assist in funding and maintaining community-desired improvements that are not typically funded by the City. These community services could include enhanced lighting, landscaping, streetscape amenities and other non-standard improvements.

PUBLIC UTILITIES, STREET LIGHTS AND COMMUNITY BENEFIT ASSESSMENT DISTRICT POLICIES

Policy 6.1.9 Improve the general cleanliness of Barrio Logan through regular litter removal, street sweeping and maintenance efforts to ensure that the public right-of-way and facilities are maintained to the standard citywide level of service.

Policy 6.1.10 Support the adoption a community benefit assessment district throughout Barrio Logan to assist in paying for such programs as a community-wide street tree planting program, street lighting and litter abatement program.

Policy 6.1.11 Consider the establishment of a lighting and landscape maintenance district for the inclusion of pedestrian-oriented historical lighting and shade-producing street trees within the public right-of-way.



6.2 HEALTH AND SAFETY

GEOLOGICAL AND SEISMIC HAZARDS

The geologic formation underlying Barrio Logan, other than the artificial fill in the tidelands, is the Bay Point Formation. It is composed mostly of

marine and non-marine, poorly consolidated, fine- and medium-grained, sandstone. Geologic faults in the San Diego coastal area lie within a regional northwest striking right-lateral fault system. The most prominent fault along the coast is the Rose Canyon fault zone that crosses Barrio Logan in a complex pattern of active and potentially active fault traces. The two most significant active faults

identified in the area are the Downtown Graben and the San Diego Fault shown in Figure 6-2.

Barrio Logan does have areas that could be prone to liquefaction. Liquefaction occurs when soil loses strength and stiffness in response to applied stress. Locations prone to liquefaction in Barrio Logan can be seen on Figure 6-2 and include relatively small portions of the southern end of the plan area. They are typically south of SR-15 and west of Dalbergia Street to the bay, west of Harbor Drive between 16th Street and SR-15 to the bay.

GEOLOGICAL AND SEISMIC HAZARDS POLICIES

Policy 6.2.1 Implement all seismic-safety development requirements, including those of the Priolo Zone Act and the Downtown Special Fault Zones, for areas subject to potential liquefaction.

Policy 6.2.2 Work closely with developers to provide publicly-accessible open space where active faults are found and building cannot take place



Park built on a fault line separates buildings from the fault

TSUNAMIS

Barrio Logan is vulnerable to tsunamis. A tsunami is a series of sea waves generated by undersea earthquakes, landslides, or other large, impulsive displacements of sea level. The hazard is relatively less severe than other coastal areas of the state due to the unique form of San Diego Bay, Point Loma and the Coronado Island-Silver Strand landmasses. These major landforms would absorb the initial effects of a tsunami. The State Resources Department indicates that the plan area should observe special caution during a tsunami alert and that the area should be cleared if flood tide and tsunami are coincident.

TSUNAMI POLICIES

Policy 6.2.3 Participate proactively in the efforts of other agencies to plan for tsunami events.

Policy 6.2.4 Promote awareness of the Alert San Diego emergency notification system, and encourage self-registration of cell phone numbers, and e-mail addresses.

HAZARDOUS MATERIALS

Exposure to hazardous materials can cause harm immediately or over time, and must be mitigated to ensure public safety. As an example, when an industrial building is demolished, asbestos and lead based-paint could contaminate soil and water. Implementing established remediation protocols in these situations is required to reduce public health risks to a negligible level.

HAZARDOUS MATERIALS POLICIES

Policy 6.2.5 Require documentation of hazardous materials investigation addressing site and building conditions during the review of development projects.

Policy 6.2.6 Do not support on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

BROWNFIELDS

Brownfields are properties where the previous use(s) has caused environmental contamination that will be required to be cleaned up before redevelopment can occur. Brownfield sites are abandoned or under-used properties where past actions have caused real or suspected environmental contamination. These sites may include, but are not limited to: businesses that contained heavy industrial or commercial uses, abandoned gas stations, former dry cleaners, and other commercial properties where toxic substances may have been stored or used. Many of these industrial sites may have been remediated however, not to the level to allow such uses as residential and certain institutional uses. Additional remediation may be required.

BROWNFIELDS POLICIES

Policy 6.2.7 Ensure that sites designated as brownfields comply with all state regulations.

Policy 6.2.8 Seek funding sources specifically targeted at brownfield site remediation.



CHAPTER SEVEN

recreation element

IN THIS CHAPTER

Goals

Parks and Recreation Facilities

Preservation, Protection and Enhancement

Accessibility

Open Space Lands

The Barrio Logan Community Plan Recreation Element includes specific policies and recommendations addressing the following topic areas: Parks and Recreation Facilities, Preservation, Accessibility and Open Space Lands. These policies and recommendations, along with the broader goals and policies of the General Plan, provide a comprehensive parks strategy intended to accommodate the community throughout the next twenty years. Because of the scarcity of park amenities in Barrio Logan, the Recreation Element includes intensification strategies to expand facilities and programming within existing public spaces.

RE-1

RE-2

GOALS

- A sustainable park and recreation system that meets the needs of a variety of users such as children, the elderly, persons with disabilities, and the underserved teenage population.
- Protected and enhanced integrity and quality of existing parks, open space, and recreational programs in the Barrio Logan Community.
- Protected and preserved natural, cultural, and historic resources that serve as recreational facilities in Barrio Logan.
- Comprehensive pedestrian and bikeway connections between parks and open space lands within the Barrio Logan Community, as well as to surrounding communities.
- An open space system for the preservation and management of Las Chollas Creek and the San Diego Bay.

7.1 PARKS AND RECREATION FACILITIES

POPULATION-BASED PARK AND RECREATION FACILITIES

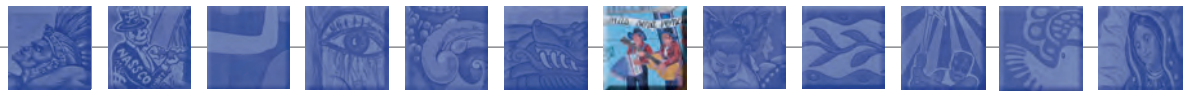
The General Plan park standard is to provide a minimum of 2.8 usable acres of population-based parks per 1,000 residents, or a combination of usable acreage and park equivalencies. See the General Plan, Table RE-2, “Park Guidelines,” for specific guidelines for parks, and Table RE-4 for guidance on equivalencies.

Population-based park requirements for the community are calculated based on community buildout population for the year 2030. The projected population for Barrio Logan at full community development is 13,534 residents. According to General Plan Guidelines, Table 7-1 illustrates the parks and recreation needs of the Barrio Logan Community.

Currently, the park system in Barrio Logan is comprised of a neighborhood park and a San Diego Unified Port District-owned and operated park as shown in Figure 7-1.

TABLE 7-1 EXISTING (2013) AND FUTURE (2030) POPULATION-BASED PARKS AND FACILITIES		
EXISTING USABLE POPULATION-BASED PARK ACREAGE	YEAR 2030 USABLE ACREAGE REQUIREMENTS	YEAR 2030 USABLE ACREAGE DEFICIT
8.00 Acre Chicano Neighborhood Park	37.90 Acres, comprised of 10.89 acres of community parks and 27.23 acres of neighborhood parks.*	29.90 Acres
EXISTING RECREATION CENTERS AND AQUATIC COMPLEXES	YEAR 2030 REQUIREMENT	YEAR 2030 DEFICIT
Recreation Centers – None	9,257 Square Feet Total	9,257 Square Feet
	7,841 Square Feet Total	7,841 Square Feet
Aquatic Complexes – None	11.5% of an Aquatic Complex	27.2% of an Aquatic Complex
	11.5% of an Aquatic Complex	23.1% of an Aquatic Complex

*Scenario #1. General Plan Guideline: 13,534 people divided by 1,000 = 13.534 x 2.8 acres = 37.90 acres.



Memorial Community Park and Southcrest Community Park are located 1½ to 2 miles from Barrio Logan. These two community parks are located in the adjacent Southeastern San Diego Community Planning Area, and serve the population within that community. Territorial attitudes among some youth and teens create an unwelcome climate for park users who may come from outside the community, including Barrio Logan. Therefore, these two community parks do not adequately serve the community park needs of Barrio Logan residents.

There is currently one City-owned and operated neighborhood park, Chicano Park, serving the Barrio Logan Community (See Table 7-1) Chicano Park is constructed within the Caltrans Right-of-Way under the I-5 and San Diego-Coronado Bay Bridge. The park includes two handball courts, two basketball courts, comfort station, barbeque grills, lawn areas, concrete plazas and a children's play area.

RE-3



Chicano Park



Cesar Chavez Park Soccer fields



Barrio Station



The Gateway Family Apartments play area



Chicano Park dance stage



Cesar Chavez Park and San Diego Bay

Used heavily by residents as the “central park” within the neighborhood, the park serves as a community gathering space, a place for passive recreation, and a symbol of the neighborhood’s struggle and achievements over many decades. Art murals painted on the freeway structural supports add vibrancy and cultural identity to the park and the community. On November 9, 2012 the State Historical Resources Board approved the designation of the Park as a State Historical Landmark. This unique park is a regional draw and asset for the City, and merits the reclassification to a Regional Park. As a Regional Park, Chicano Park would receive full population-based credit as an equivalency. Americans with Disabilities Act (ADA)/Title 24 accessibility upgrades and retrofits are required for the park, including the existing restrooms and children’s play areas.

There are community organizations and services in Barrio Logan that provide recreational, social, and activity opportunities for residents. The approximately 2,500 sq. ft. Park and Recreation Paradise Senior Center provides numerous activities for seniors. The senior center’s expansion of programs and hours of operation along with renovations could offset the need for population-based parkland by 1.33 acres through a park equivalency application.

Barrio Station is a not-for-profit organization that provides counseling services and a variety of

recreation programs and facilities for youth and young adults in Barrio Logan. Private recreation resources also add to the recreational opportunities in Barrio Logan. For instance, the Gateway Family Apartments on Logan Avenue has an indoor community meeting space and outdoor recreation facilities, including children’s play equipment open to the public.

The General Plan establishes minimum guidelines for recreation centers and aquatic complexes, per Table RE-3, “Recreation Facility Guidelines.” A full-size recreation center and an aquatic complex are not planned specifically for Barrio Logan because the projected population at full community development is below the requirements. However, the approximately 11,000 square foot City-owned Cesar Chavez Center, located adjacent to Chicano Park, could be renovated and utilized as a public recreation center by providing a full range of diverse recreation programs, and expanding hours of operation beyond typical hours, and the facility could effectively offset the need for 4.32 acres of population-based park land. In addition, the Barrio Station, provides a community pool, recreation center and gymnasium activities of an appropriate size for the community at anticipated full development.

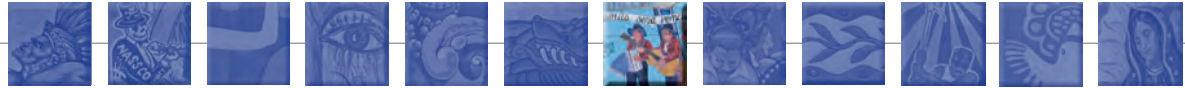


TABLE 7-2 PARK EQUIVALENCY CREDITS*

PARK EQUIVALENCY	NET USABLE ACREAGE CREDIT	RECREATION COMPONENTS AND AMENITIES
San Diego Unified Port District Cesar Chavez Park **	4.21 Acres	An open multi-purpose turf area, concrete plazas, a children's play area, various site amenities and a pier extending into San Diego Bay.
Future Cesar Chavez Center	4.32 Acres ***	Diverse recreation programs.
Future Perkins Elementary Joint Use Improvements	2.00 Acres	Indoor and/or outdoor recreational amenities, such as soccer fields.
Paradise Senior Center	1.33 Acres ***	Activities and services oriented toward Barrio Logan seniors.
Las Chollas Creek Park	2.0 Acres	Passive recreational pedestrian and bicycle trails and open space.
Total Equivalencies Credit	13.86 Acres	

*Represents park equivalency credits in place at the time of community plan adoption. A current inventory is maintained by the Development Services Department.

**This park is considered an "equivalency" because it is owned and operated by another public agency.

***The methodology used to determine the amount of acreage credit for intensification and expansion of existing facilities is as follows: $X \div Y = Z$.

X = cost of improvements

Y = cost of acquisition, design and construction of 1.0 acre of parkland in Barrio Logan

Z = equivalency credit in acres

Note: The equivalency credit does not necessarily equate to the amount of acreage improved.

TABLE 7-3 REVISED POPULATION-BASED PARK INVENTORY SUMMARY

PARK SPACE	ACRES
Existing Population-based Parks*	8.00 Acres
Existing/Future Park Equivalencies Credit	13.86 Acres
Future Chicano Park Expansion	2.00 Acres
Future Boston Avenue Linear Park	3.00 Acres
Population-based parks requirements for year 2030	37.90 Acres
Population-based parks deficit for year 2030	11.04 Acres

*As a Regional Park, Chicano Park would be reclassified as an equivalency receiving full population-based park credit.



Example of linear park and trail



Barrio Station swimming pool



Los Vientos Apartments internal play area



Widened right-of-way with seating and cultural artwork



Public plazas make great space for outdoor markets



Public community gathering space

RECREATION OPPORTUNITIES AND EQUIVALENCIES

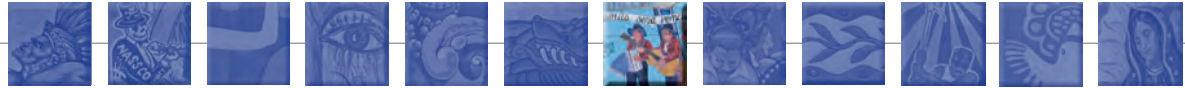
Opportunities for additional parkland and recreation facilities within the Barrio Logan Community are anticipated to come through the redevelopment of private and public properties and through the application of park equivalencies. Some examples of future population-based park and recreation facilities to be considered as opportunities arise include: mini, pocket or linear parks; plazas; expansion of the existing Chicano Park; utilization of existing brownfield and other under utilized sites; freeway decks over the I-5 connecting to the Southeastern San Diego Community Planning Area; a multi-purpose joint use facility at Perkins Elementary, possible utilization of Caltrans and City Right-of-Way along Boston Avenue; and community gardens.

While the City's primary goal is to obtain land for population-based parks, in some communities

where vacant land is not available or is cost-prohibitive, the General Plan allows for the use of park equivalencies to be determined by the community and City staff through a set of guidelines. See General Plan Table RE-4, "Eligible Population-Based Park Equivalencies" for further details. The Barrio Logan Community is an urban community where park equivalencies would be appropriate for satisfying some population-based park needs. Table 7-2, Park Equivalency Credits, summarizes the park equivalencies that have been selected by the Barrio Logan Community and City staff, at the time of the community plan update, to supplement their existing population-based park inventory. Additional opportunities to increase park lands and equivalencies, in a manner consistent with the community plan goals and policies, may arise through the discretionary review process



Proposed public plaza at the Mercado



RECREATION OPPORTUNITIES AND EQUIVALENCIES POLICIES

In addition to the General Plan “Park Planning Policies” noted on Pages RE-16, RE-17, RE-18 and RE-19, the following policies are Barrio Logan-specific. An up-to-date inventory of park lands, equivalencies, and population figures is maintained by City staff.

Policy 7.1.1 Provide parkland that keeps pace with Barrio Logan’s population growth, through timely acquisition and development of available land and new facilities.

Policy 7.1.2 Pursue land acquisition for the creation of public parks through urban infill and redevelopment proposals, with a special effort to locate new parkland within the community that promotes connectivity, safety, public health and sustainability.

Policy 7.1.3 Pursue expanded recreation programs and extended hours of operation at public and private park and recreation facilities to intensify and increase usage by Barrio Logan residents.

Policy 7.1.4 Acquire and develop new park lands through street/alley rights-of-way vacations, where appropriate and legally defensible, to provide pocket or linear parks (such as the Caltrans and City Right-of-Way along Boston Avenue), focusing on land that provides connectivity to schools, residences, parks and other recreational areas within the community.

Policy 7.1.5 Retain and promote the safety of Barrio Logan parks by providing park designs that incorporate Crime Prevention through Environmental Design Measures (CPTED) measures. See General Plan UD-A-17 for further policy direction.

Policy 7.1.6 Pursue development of under utilized and reclaimed brownfield sites for future parks within the community where economically feasible, through acquisitions or other agreements.

Policy 7.1.7 Improve waterfront access, linkages and recreational opportunities via a system of public plazas, bike paths, and parks that increase connectivity and improve public access to existing parks and public facilities, some of which may be eligible for park equivalency credit.

Policy 7.1.8 Develop a public plaza suitable for outdoor markets, community fairs, farmers markets, or other community gatherings at the Mercado along Cesar E. Chavez Parkway. The



Community gardens can be developed on public or private vacant land

plaza should be in an area that is readily accessible, framed by buildings providing “eyes on the plaza”, and linked to village retail and commercial areas.

Policy 7.1.9 Pursue funding sources, including grant opportunities, for the development and improvement of park and recreation facilities within the Barrio Logan Community.

Policy 7.1.10 Incorporate active, or passive, recreation into the structure, or the surrounding exterior, of public agency buildings, such as the future Fire Station #7, where space permits and safety can be assured.

Policy 7.1.11 Develop and maintain community partnerships with private organizations, or governmental agencies (such as Caltrans, the San Diego Unified Port District, the San Diego Unified School District, the San Diego Community College District and Barrio Station), to create joint use and other park equivalency opportunities for increased recreational activities.



Passive linear park provides urban trails

Policy 7.1.12 Establish joint use facilities between the City of San Diego and the San Diego Unified School District for community use of future school playfields and recreation facilities at, or adjacent to, Perkins Elementary School to increase recreational use for the community.

Policy 7.1.13 Expand Chicano Park by acquiring and developing adjacent parcels as they become available or as feasible.

Policy 7.1.14 Develop group picnic areas within Cesar Chavez Park or any new parks added to the community. These park picnic areas should be located as near as possible to restrooms, parking areas and public transit.

Policy 7.1.15 Renovate and utilize Cesar Chavez Center near Chicano Park for future park and recreation center activities.

Policy 7.1.16 Establish and develop community gardens for recreation. Work with SDG&E to

utilize their site at Newton Avenue and Sampson Street. (Also see Policy 8.2.33)

Policy 7.1.17 Reduce freeway noise exposure when planning new facilities through site design or noise barriers as feasible, or by locating the most noise sensitive uses, such as children's play areas, in the quieter areas of the site.

Policy 7.1.18 Pursue opportunities to provide open and recreational spaces, on freeway decks covering I-5, or expanded bridges spanning I-5, where feasible.

Policy 7.1.19 Renovate and expand buildings hours of operation and programs at Paradise Senior Center and Cesar Chavez Center to intensify recreational uses and off-set the population-based park acreage deficit.

Policy 7.1.20 Ensure that Chicano Park is designated as a Regional Park per City Charter Section 55.2(c) that defines San Diego Regional

Parks as: "those parks that serve regional residents and/or visitor populations as determined by ordinance of the City Council.

Policy 7.1.21 As a Regional Park, pursue the use of San Diego Regional Park Funds for improvements and expansion of Chicano Park.



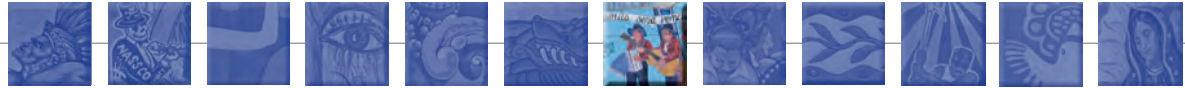
Provide park and recreation space accessible to everyone



Accessible design provides equal access for all



Barrio Logan - Chicano Park



**Figure 7-2
Chollas Creek
Open Space**

7.2 PRESERVATION, PROTECTION AND ENHANCEMENT

The demand for park and recreation opportunities will continue to grow as the population of the Barrio Logan Community increases. Finding undeveloped land for parks in the Barrio Logan Community has already become difficult, making protection from degradation caused by overuse of existing parks and identification of park equivalencies essential for providing recreational opportunities to meet the needs in this community. Improvements to existing facilities that increase their life span, or that expand, intensify and diversify their uses are a form of protection and enhancement. Chicano Park will continue to serve as the main cultural core for the community, but with increased demand and usage, combined with the existence of homeless residents, there will be a growing need for upgrades. Enhancement of open space that provides a balance between protecting natural resources and allowing for a certain level of compatible public recreation uses will ensure its protection and preservation. This would include improving access to Las Chollas Creek. For further direction, see the General Plan Recreation Element Policies RE-C.1 through RE-C.9.

RE-9



Las Chollas Creek in need of restoration

PRESERVATION, PROTECTION AND ENHANCEMENT POLICIES

Policy 7.2.1 Design parkland and facilities using sustainable materials and techniques.

Policy 7.2.2 Upgrade Chicano Park and Cesar Chavez Park by providing amenities in underused areas for recreational purposes as well as adequate lighting.

Policy 7.2.3 Protect and enhance Las Chollas Creek's resources while allowing for appropriate public recreational and educational use.

Policy 7.2.4 Protect public parkland in perpetuity by dedication of all City-owned land's acquired for park and recreation purposes pursuant to City Charter Section 55.

7.3 ACCESSIBILITY

Accessibility within the Barrio Logan Community, as it relates to parks, has four main components:

1) Linkages between parks; 2) Accessibility for persons with disabilities within parks; 3) Access to the San Diego Bay, and 4) Equitable recreational opportunities and experiences for all community residents.

All parks within the Barrio Logan Community and the San Diego Bay are planned to be linked by a network of existing and proposed streets, complete streets and pedestrian paths. Complete streets are designed and operated to enable safe, attractive and comfortable access and travel for all users. Chicano Park, Cesar Chavez Park and

San Diego Bay are linked to the community by public sidewalks and streets. Barrio Station is also linked to the community via sidewalks and streets. However, all of these recreational areas have limited access and visibility due to their location within the community, segmented by streets and rights-of-way that are not pedestrian-friendly.

The 1990 Americans with Disabilities Act (ADA) requires that newly constructed and/or altered local government facilities be readily accessible and usable by everyone. Therefore, all new and existing parks and recreation facilities and linkages within the Barrio Logan Community are required to meet ADA Guidelines when constructed or retrofitted for improvements. Accessibility also means the availability of active and passive recreation to all community residents. Future park and recreation areas should be designed to accommodate a variety of uses as determined by community desires consistent with General Plan Policies RE-D.1 through RE-D.9.

ACCESSIBILITY POLICIES

Policy 7.3.1 Retrofit and upgrade all park and recreational facilities (including the existing restroom facilities and children's play area at Chicano Park) to accommodate persons with disabilities, while respecting the community's cultural significance and attributes.

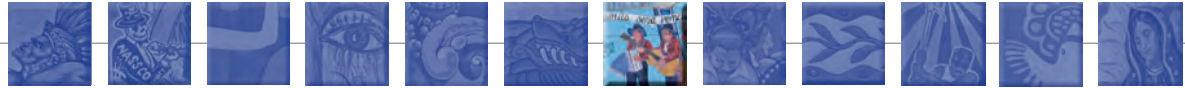
Policy 7.3.2 Provide bus stops or accessible parking at all park and recreation facilities within the Barrio Logan Community.

Policy 7.3.3 Develop and increase access to senior and youth services, activities and facilities within the community's public park and recreation system.

Policy 7.3.4 Provide barrier-free access to all parks and the San Diego Bay via pedestrian, bicycle, public transit, automobile, and alternative modes of travel.

Policy 7.3.5 Design all new recreation facilities to effectuate an inter-connected parks and open space system that is integrated into and accessible to Barrio Logan Community residents.

Policy 7.3.6 Provide a system of pedestrian paths and bikeways linking population-based parks with future open space lands, such as the Bayshore Bikeway.



7.4 OPEN SPACE LANDS

Open space lands are typically land or water that are free from development and kept natural, or developed with very low intensity uses. There is no formally dedicated public open space in Barrio Logan. Las Chollas Creek offers the most significant opportunity to provide natural open space that is accessible to Barrio Logan residents as shown in Figure 7-2.

Las Chollas Creek is a 25-mile natural drainage system that originates in the City of Lemon Grove and contributes to improving water quality in the San Diego Bay through filtering. The main channel connects with the proposed future development of Las Chollas Creek Park (identified in the 2002 adopted Chollas Creek Enhancement Program) and flows southwest from communities in the northeast. The main and southern channels of Las Chollas Creek bisect Barrio Logan and connect with the bay in the 32nd Street Naval Station San Diego.



Restored Las Chollas Creek

Efforts to clean up, restore, and protect Las Chollas Creek are being made by various community organizations and through policies contained in the City's Chollas Creek Enhancement Program. As Las Chollas Creek is restored and enhanced, areas improved for safe public use may be eligible for park equivalency credit if they include amenities that support passive recreational uses. See the Conservation Element for additional information on preservation of Las Chollas Creek. For further direction, see the General Plan Recreation Element Policies RE-F.1 through RE-C.7.

OPEN SPACE LANDS POLICIES

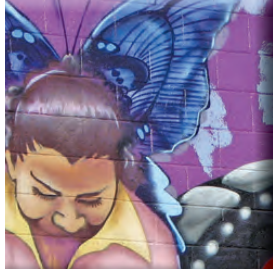
Policy 7.4.1 Protect and enhance natural resources of open space lands in Las Chollas Creek by revegetating and restoring the open space lands with native, drought tolerant plants.

Policy 7.4.2 Preserve and protect Las Chollas Creek by allowing only low intensity public recreational use, such as; trails, overlooks, interpretive signage, seating and public art.

Policy 7.4.3 Provide safe public access to Las Chollas Creek from Main Street via pedestrian, bicycle, public transit, automobile, and alternative modes of travel from other recreational facilities.

Policy 7.4.4 Pursue grant opportunities for the restoration and improvement of Las Chollas Creek through Barrio Logan.

Policy 7.4.5 Protect natural terrain and drainage systems of Barrio Logan's open space lands along Las Chollas Creek in order to preserve natural habitats and cultural resources and improve water quality.



CHAPTER EIGHT conservation element

IN THIS CHAPTER

Goals

Climate Change
and Sustainability

Resource Management
and Preservation

The Barrio Logan Community Plan Conservation Element addresses the conservation goals and policies that can be effective in managing, preserving and thoughtfully using the natural resources of the community. Topic areas included in this element include Sustainability, as well as Resource Management and Preservation. This element additionally addresses Climate Change, which is seen as a major issue that could affect the health and longevity of the community and the ecological environment in Barrio Logan.

CE-1

GOALS

- An energy efficient transportation system.
- Public walkways that connect pedestrians with transit and community destinations.
- Enhancement of scenic resources and public access.
- An urban forest planting program.
- A tree canopy that reduces the urban heat island effect.
- Improved air quality.
- Water-efficient practices.
- Widespread use of drought-tolerant landscapes.
- Building energy efficiency and on-site production of renewable energy.
- A variety of recycling practices and opportunities.
- Cleaner storm water discharges into Las Chollas Creek and San Diego Bay.
- Restoration of Las Chollas and South Las Chollas Creeks.
- Use of sustainable storm water techniques.

8.1 CLIMATE CHANGE AND SUSTAINABILITY

The Conservation Element of the General Plan discusses climate change and provides a broad range of policies designed to promote sustainability and reduce greenhouse gas emissions (See General Plan policies CE-A-1 through CE-A-13). At the time of this Community Plan update, the City was also engaged in preparing a Climate Mitigation and Adaptation Plan (CMAP) that will address mitigation, as well as adaptation measures to proactively prepare for a range of anticipated climate change impacts. Although climate change is a global issue, individual communities can help reduce the emissions that contribute to climate change and devise local plans to adapt to anticipated changes.

A regional study looking at sea level rise impacts affecting the San Diego Bay was released in January 2012. The report titled *Sea Level Rise Adaptation Strategy for San Diego Bay*¹ evaluates where and when sea level rise impacts may occur, and recommends implementation of adaptation strategies to reduce those impacts. The report evaluated impacts based on a projected 20 inch (0.5 meter) increase in sea level in 2050 and a 59 inch (1.5 meter) increase in sea level in 2100. Rising sea levels are generally associated with impacts including flooding, inundation, erosion, salt water intrusion, and water table rise. A key finding of the report is that over the next few

decades there will be an increase in the frequency and severity of flooding due to waves, storm surge, El Nino events, and very high tides. Starting around mid-century, it was found that regularly occurring inundation may impact parts of the Bay.

There appear to be minimal impacts to the Barrio Logan Community Planning area in the 2050 scenario, but there is increased projected exposure to flooding and inundation in Barrio's Port Lands in the 2100 scenario. ¹ICLEI Local Governments for Sustainability, 1/2012.

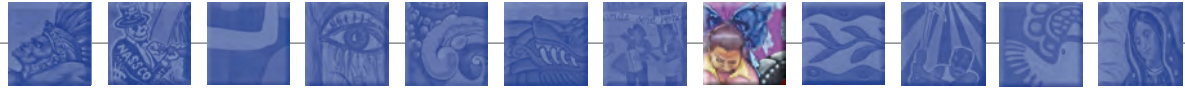
CLIMATE CHANGE AND SUSTAINABILITY POLICIES

Policy 8.1.1 Implement General Plan sustainability policies through innovative regulations and the project review process.

Policy 8.1.2 Monitor sea level rise studies and adaptation recommendations and develop an action plan over time.

Policy 8.1.3 Preserve and enhance Barrio Logan's attributes as a walkable community to provide residents with attractive alternatives to driving, thus reducing vehicle miles travelled and fostering a healthy community (see Mobility Element).

Policy 8.1.4 Reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, or adherence to standardized measures outlined in the City's adopted citywide climate action plan.



Encourage community gardens on vacant public land



Reduce project level greenhouse gas emissions to acceptable levels through design elements such as green roofs



Chollas Creek enhancements restore the creek's natural functions and appearance

8.2 RESOURCE MANAGEMENT AND PRESERVATION

OPEN SPACE AND LANDFORM PRESERVATION

Barrio Logan is an urbanized community with little remaining natural topography. The bay-front which is under the control of the San Diego Unified Port District and the U. S. Navy are primarily developed with maritime and industrial uses. Other than the San Diego Bay, the only natural open space is what remains of Las Chollas Creek and its immediate surroundings. It is important to note that the majority of the creek within Barrio Logan flows through the 32nd Street Naval Station. The General Plan has policies directly related to Open Space and Landform Preservation that can be found in policies CE-B.1 through CE-B.6.

Development/restoration of Las Chollas Creek is subject to the 2002 Chollas Creek Enhancement Program. The emphasis of the program is restoration of the creek's natural functions and the open space and passive recreational opportunities that come along with restoration. The Barrio Logan Bayside Phase IV Chollas Creek Enhancement Program is aimed at improving the branches of Las Chollas Creek and South Las Chollas Creek. Full scale improvements to the creek will involve coordination with the Regional Water Quality Control Board, San Diego Unified Port District, the Army Corps of Engineers, natural resource agencies, and the U.S. Navy.

OPEN SPACE AND LANDFORM PRESERVATION POLICIES

Policy 8.2.1 Initiate discussions with the U.S. Navy and other involved agencies regarding the restoration of Las Chollas Creek.

Policy 8.2.2 Maintain best management practices in all development to limit erosion and siltation.

Policy 8.2.3 Implement the recommendations contained in the Chollas Creek Enhancement Program such as removing concrete channels in Las Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

Policy 8.2.4 Remove invasive species from Las Chollas Creek and restore habitat.

Policy 8.2.5 Preserve and protect Open Space by preventing incompatible uses, such as off-road activities, frisbee golf, community gardens, off leash dog areas and equestrian use.

WATER RESOURCE MANAGEMENT

The San Diego region is a semi-arid coastal climate with limited local water resources and storage capacities, requiring the City to rely heavily on importing water from the Colorado River and Northern California. Since the City has no direct control over the amount of water it can import, it is important that the water which is available be used as efficiently as is possible. The General Plan addresses Water Resource Management in policies CE-D.1 through CE-D.5.

WATER RESOURCE MANAGEMENT POLICIES

Policy 8.2.6 Require all landscape design to use water conserving plant material and techniques to comply with the landscape water budget of the Municipal Code.

Policy 8.2.7 Encourage development to incorporate recycled and/or gray water irrigation systems early in the development process.

Policy 8.2.8 Provide ongoing education on water resource conservation opportunities available through the City of San Diego's Department of Public Works and the San Diego County Water Authority.

URBAN RUNOFF MANAGEMENT

Urban runoff occurs when water from rainfall or manmade operations flows over impervious surfaces and then makes its way into the storm



Encourage landscapes that use water conserving plant material

conveyance system from where it can eventually reach the San Diego Bay or enter into waterways such as Las Chollas Creek. Urban runoff carries pollutants that are picked up by the water as it flows over urban surfaces. These pollutants include but are not limited to oils, grease, trash, pesticides, organic waste, and metals. If not constrained, these pollutants make their way into Las Chollas Creek and the San Diego Bay. The General Plan addresses urban runoff management in policies CE-E.1 through CE-E.7.

URBAN RUNOFF MANAGEMENT POLICIES

Policy 8.2.9 Encourage development to use Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs, that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

Policy 8.2.10 Incorporate bioswales or other LID design practices where there is sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along Harbor Drive before it reaches San Diego Bay. Where appropriate, these features should be implemented. They may be infeasible due to soil conditions and impacts to utilities.

Policy 8.2.11 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

Policy 8.2.12 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

Policy 8.2.13 Encourage, through redevelopment and retrofitting, phasing out of commercial and industrial building materials such as galvanized roofs that leach metals into storm water runoff.

Policy 8.2.14 Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

Policy 8.2.15 Encourage neighborhood practices for preventing and removing buildup of trash and pet waste on land surfaces.

AIR QUALITY

Health problems associated with poor air quality are especially significant for children, the elderly, and persons with respiratory problems. In the San Diego region, 80 percent of air pollution is caused by fossil fuel burning vehicles. The most harmful



The most harmful emissions come from diesel fuel emissions which contain toxic particulate matter



emissions come from diesel fuel emissions which contain toxic particulate matter. Within Barrio Logan, the majority of diesel fuel emissions come from transporting goods on trucks throughout the community. The General Plan addresses air quality in policies CE-F.1 through CE-F.9.

AIR QUALITY POLICIES

Policy 8.2.16 Designate and enforce appropriate trucking routes in order to limit impacts of trucks within the Barrio Logan Community.

Policy 8.2.17 Educate businesses and residents on the benefits of alternative modes of transportation including public transit, walking, bicycling, car and van pooling, and telecommuting.

Policy 8.2.18 Create incentives to encourage relocation of incompatible uses that contribute to poor air quality.

Policy 8.2.19 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.

SUSTAINABLE ENERGY

Creation of clean, renewable, and sustainable local energy resources provides environmental benefits and increases economic certainty and stability for residents and business alike. The General Plan addresses sustainable energy in policies CE-I.1 through CE-I.13.

SUSTAINABLE ENERGY POLICIES

Policy 8.2.20 Promote development that qualifies for the City's Sustainable Buildings Expedite Program.

Policy 8.2.21 Educate residents and businesses on efficient appliances and techniques for reducing energy consumption.

Policy 8.2.22 Provide and/or retrofit lighting in the public right-of-way that is energy efficient.

Policy 8.2.23 Provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

URBAN FORESTRY

Street tree and private tree planting programs are low cost, low-technology methods for improving the visual landscape and air quality in Barrio Logan. As the number and size of trees in the Barrio Logan urban forest increases so will the benefits. These benefits include lower energy consumption resulting from reduction in the size

of the urban heat island; reduced storm water runoff through absorption of water by the trees; improved air quality achieved as the trees convert carbon dioxide into oxygen, and an improved pedestrian environment created by providing pedestrians protection from the heat and glare of the sun. Refer to the Urban Design Element Urban Forest/Street Trees section, as well as Appendix A, for further direction on street trees. All proposed development within Barrio Logan will be required to plant and maintain street trees as identified on the plan. The General Plan addresses urban forestry in policies CE-J.1 through CE-J.5.

URBAN FORESTRY POLICIES

Policy 8.2.24 Increase the overall tree canopy cover throughout Barrio Logan by 20% in urban residential areas and 10% in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of air and water management.

CE-5



Use small canopy trees to frame public views



Street trees enhance the pedestrian environment

Policy 8.2.25 Work with the City's Urban Forestry Division to coordinate the appropriate selection and location of shade-producing trees.

Policy 8.2.26 Require that new development retain significant and mature trees.

Policy 8.2.27 Support public outreach efforts to educate business owners, residents, and school children on the care of and environmental benefits of shade-producing street trees.

SOLID WASTE MANAGEMENT

An effective integrated waste management strategy conserves raw materials and energy, ensures that waste materials do not become a health threat, and reduces the need for new disposal facilities. The General Plan addresses waste management in policies PF-I.1 through PF-I.5.

Barrio Logan is home to several large recycling facilities that are an important part of the local recycling infrastructure. Businesses and residents within and adjacent to Barrio Logan utilize these facilities to recycle materials.

SOLID WASTE MANAGEMENT POLICIES

Policy 8.2.28 Encourage multi-story developments to include solid waste and recycling management measures, such as dual trash/recycling chutes, in development plans to facilitate compliance with recycling regulations.

Policy 8.2.29 Promote recycling facilities that are well maintained, attractive in appearance, and help promote waste reduction in the community.

SCENIC RESOURCES AND PUBLIC ACCESS

The visual quality of Barrio Logan is marked by a number of visual barriers and a lack of major vista points. Because the natural landform is a low-lying coastal plain of less than 60 feet in elevation, the community's views are easily dominated by any large structure. The community boundaries are clearly demarcated by I-5 on the east. The elevated portions of the freeways provide continuous views of the community. San Diego Bay is the dominating feature but its presence is generally obscured at ground level due to the industrial development in the tidelands area under the jurisdiction of the Port District. Disruptive visual barriers occur continuously along the entire length of Harbor Drive through the community.



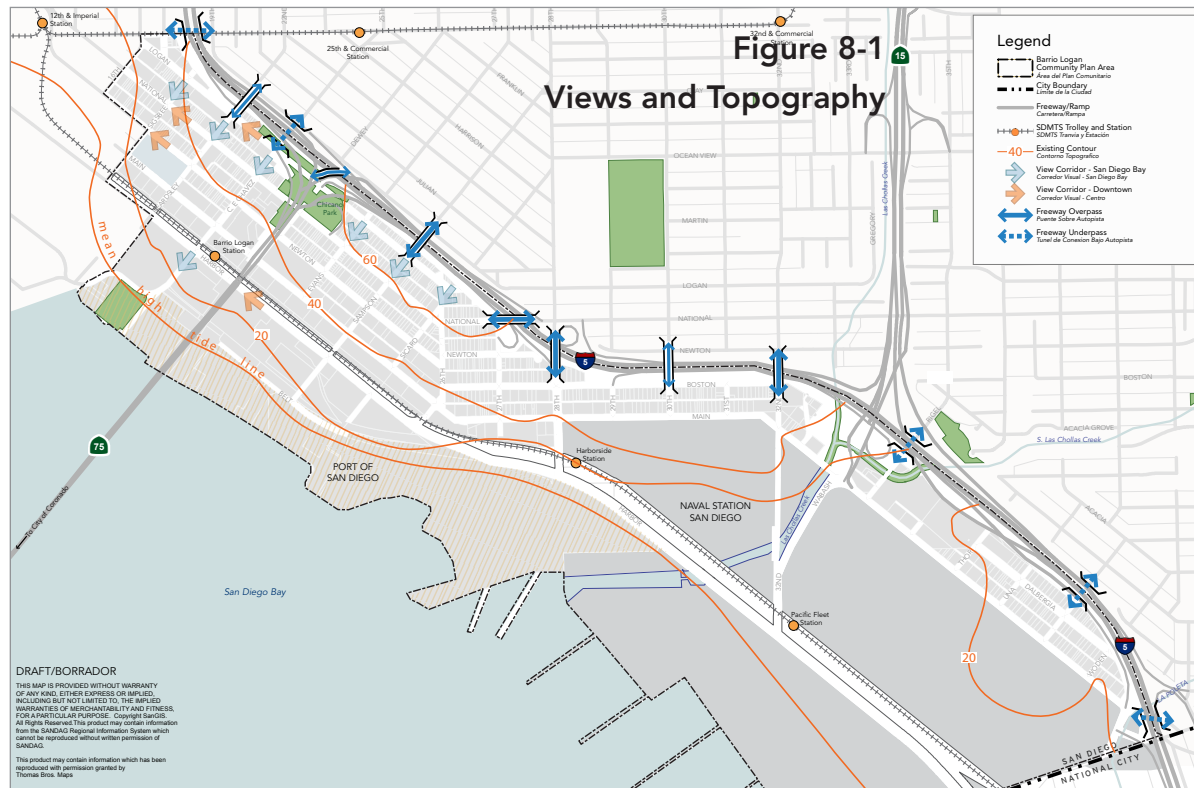
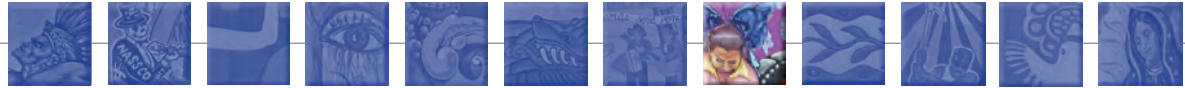
Cesar Chavez park looking into the Bay

These barriers, generally prevent visual access to the bay as well as into the community. In contrast to these barriers the San Diego-Coronado Bridge offers a location from which to obtain continuous views of the community. These views are not available to pedestrians since the bridge is restricted to auto traffic. The bridge itself is also a major landmark but the bridge's support columns are structural interruptions in the visual continuity of the community experienced at ground level.

Because of its geographical location and topography (Figure 8-1), there are tremendous opportunities to maximize views which in the past have not been conscientiously developed. Views into San Diego Bay are a major visual element of the Barrio Logan Community. Barrio Logan's location adjacent to San Diego Bay and downtown provides opportunities to preserve and enhance existing scenic views from within the community. Critical view corridors to downtown San Diego are shown on Figure 8-1.



Harbor view corridor



public access to community destinations such as community centers, schools, shopping, transit, and the San Diego Bay front. These streets and walkways are designed to provide pedestrian amenities. An example of this is the design of the Cesar E. Chavez Parkway which serves to connect the community to Cesar Chavez Park and the San Diego Bay front as a ceremonial street. Specifics about access and streetscape are located in the Mobility and Urban Design Elements of this Plan.

SCENIC RESOURCES AND PUBLIC ACCESS POLICIES

Policy 8.2.30 Coordinate with the Port District to establish building setbacks within their jurisdiction that will preserve public views to San Diego Bay.

Policy 8.2.31 Require 15-foot wide minimum sidewalks along Cesar E. Chavez Parkway and Sampson Street to maintain and frame views to San Diego Bay.

CE-7

Critical view corridors to San Diego Bay are: Sigsbee Street, Cesar E. Chavez Parkway, Sampson, 26th, 28th and 32nd Streets. Enhancing the view corridor to San Diego Bay from Cesar E. Chavez Parkway is a primary recommendation of this plan since Cesar E. Chavez Parkway is designated as Barrio Logan's ceremonial street. Hand-in-hand with preservation and enhancement of scenic views is preservation and enhancement of streets and walkways that provide



Newton Avenue view corridor



Promote development of urban agriculture in Barrio Logan



Locate community gardens on publicly-owned properties whenever possible

Policy 8.2.32 Use tall, large canopy street trees along Cesar E. Chavez Parkway and Sampson Street to frame public views to San Diego Bay.

Policy 8.2.33 Require 10-foot wide minimum sidewalks along Main Street, Newton Avenue and National Avenue north of the bridge in order to maintain and frame views to downtown skyline.

Policy 8.2.34 Use narrow small canopy street trees along Beardsley Street and Sigsbee Street to frame public views to San Diego Bay.

Policy 8.2.35 Maintain and enhance public access to the San Diego bayfront along Cesar E. Chavez Parkway through the development of a ceremonial street from I-5 to the San Diego Bay that includes a minimum of 15-foot wide sidewalks with landscaped parkways and medians as space permits.

COMMUNITY GARDENS AND URBAN AGRICULTURE

Barrio Logan has the potential to provide multiple sites for community gardens that contain individual and shared-plot spaces. For instance, land owned by San Diego Gas and Electric at Sampson Street and Newton Avenue, BNSF railroad along Harbor Drive, the Metropolitan Transit System, Caltrans, the City of San Diego as well as the San Diego Unified School District may have remnant parcels that could be used as community gardens.

All future community gardens should become attractive focal points that bring the neighborhood together as a way to interact, recreate and create a sustainable food system within the community.

COMMUNITY GARDENS AND URBAN AGRICULTURE POLICIES

Policy 8.2.36 Promote the inclusion and development of urban agriculture in Barrio Logan.

Policy 8.2.37 Locate community gardens in Barrio Logan where there is sufficient demand, appropriate land, and where they will not generate adverse impacts on adjacent uses.

Policy 8.2.38 Develop and maintain partnerships with organizations that provide services, programs, and activities that would complement a Community Garden program in Barrio Logan.

Policy 8.2.39 Locate community gardens on publicly-owned properties whenever possible, such as SDG&E parcel at Sampson Street and Newton Avenue or along the Caltrans-owned parcels along Boston Avenue between 29th and 32nd Streets.



CHAPTER NINE noise element

IN THIS CHAPTER

Goals

Commercial and
Industrial Activity

Motor Vehicle Traffic

Rail Noise

The Community Plan Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses that will protect people living and working in the City from an excessive noise environment. Where possible, new noise sensitive uses should avoid or attenuate excessive, or harmful noise levels to help maintain a pleasant and livable noise environment. Sensitive land uses include residential sites, schools, and libraries.

NE-1

GOALS

- Minimal exposure of commercial and industrial noise to noise-sensitive land uses
- Reduction of excessive truck and other motor vehicle traffic noise levels that impact noise-sensitive land uses.
- Reduction of excessive rail noise near noise-sensitive land uses.

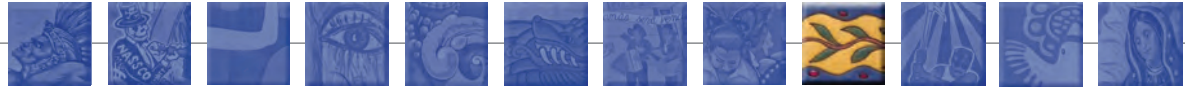
NE-2



Barrio Logan is an active urban community with a mix of residential, commercial, and industrial uses. However, this diverse mix of uses creates issues of incompatibility, resulting in sensitive uses being exposed to higher noise levels. Noise can affect the environment and well-being of people living, working, and visiting a community. Industrial and commercial areas can have a higher ambient noise level than residential areas.

Noise from commercial and industrial, freeways and major streets, and rail operations affect the Barrio Logan community.

The General Plan provides sufficient policy direction for noise-related issues; therefore minimal additional policies have been provided specifically for Barrio Logan. Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility.



The CNEL rating represents the average of equivalent noise levels, measured in decibels (dB), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. Figure 9-1 illustrates noise contours from freeways, major roads, and rail lines. The General Plan specifies that noise levels at or below 70 dB are conditionally compatible for multi-family residential uses and 65 dB for single family, children's schools and other sensitive receptors uses if sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan. As the figure shows, only a small part of the community, mainly adjacent to I-5, is susceptible to noise impacts over 70 dB.

The greatest noise impacts are along Boston Avenue adjacent to I-5. The noise contours do not reflect changes in noise levels due to topography, such as the freeway depressed below ground level or other physical barriers including vegetation, walls, or buildings. Although not generally considered compatible, the General Plan does conditionally allow multifamily uses within areas up to 75 dB with noise attenuation in areas affected primarily by motor vehicle traffic noise with existing residential uses.

9.1 COMMERCIAL AND INDUSTRIAL ACTIVITY

Noise from the shipbuilding, repair yards, and other outdoor uses are audible within many areas of the community, however the effects from stationary noise sources are fairly limited to the immediate surroundings. Industrial activity noise is either emitted on-site or through the distribution of goods and materials to and from the site.

In an area where residences and other sensitive receptor uses are present, the potential for noise impacts are especially important to evaluate. Commercial activities, such as deliveries during late night and early morning hours, generate noise that can affect the nearby residential uses. Reducing the effect from commercial activity noise involves identifying and integrating noise attenuation measures in new buildings that will reduce interior sound levels.



Commercial and industrial activities can create high amounts of noise

9.2 MOTOR VEHICLE TRAFFIC

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. SR-75, I-5, Harbor Drive, 28th Street, and 32nd Street are the primary sources of motor vehicle noise within the community. Noise from trucks driving within, or parked and idling along roads in the community can also be a source of annoyance for noise sensitive uses. Barrio Logan is affected by truck traffic associated with industrial and commercial land uses, the U.S. Navy, and the Port of San Diego. Trucks in general generate more noise than cars and light trucks. Heavy trucks that support Port operations tend to generate more noise than medium trucks that support commercial and light industrial uses. Refer to General Plan policies NE.B.1 through NE. B.8 for further direction

NE-4



Vehicle traffic creates noise

MOTOR VEHICLE TRAFFIC POLICIES

Policy 9.2.1 Reduce the effect of noise from motor vehicle traffic. This can be accomplished through use of the following techniques:

- Use building setbacks to increase distance between the noise source and receiver;
- Provide sound barriers (earth berms or masonry walls) between habitable space and the noise source;
- Orient buildings to shield outdoor spaces from noise sources;
- Locate parking lots, and other non-habitable uses between the noise source and receptor;
- Incorporate forced-air ventilation systems to allow windows and doors to be closed;
- Use double-paned or sound rated windows;
- Incorporate sound insulating exterior walls and roofs;
- Use attic vents to minimize sound intrusion into structures.

Policy 9.2.2 Utilize berms, walls, and buildings adjacent to I-5 to reduce the effect of noise on nearby noise sensitive uses.



Trolley and train noise are sources of noise in the community

9.3 RAIL NOISE

Rail noise is a source of noise in the community. Freight trains and light rail transit (trolley) can generate high, relatively brief, intermittent noise events within the vicinity of at grade rail crossings where horns and crossing bells are sounded. Federal regulations require trains to sound their horns at all roadway-rail grade crossings. Horns, whistles and bells on the moving trolley vehicles, and horns from freight trains, combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise sensitive land uses. To minimize excess train horn noise, the federal government allows the establishment of train horn “quiet zones.” This requires the implementation of safety measures to compensate for the loss of the train horn usage. The General Plan has further policy direction for trolley and train noise found in policies NE.C.1 through NE-C.4.

Additionally, Policy 3.2.6 supports roadway-rail grade separation since this will eliminate the need for bells and horns at the existing grade crossing which will reduce the noise level.

RAIL NOISE POLICY

Policy 9.3.1 Prohibit residential uses along Main Street.



CHAPTER TEN

historic preservation element

IN THIS CHAPTER

Goals

Identification and Preservation of
Historical Resources

Education, Benefits and Incentives
Related to Historical Resources

With its origins as a waterfront community, Barrio Logan is one of the oldest urban neighborhoods in San Diego. Initially developed as an affordable residential community with supporting commercial establishments, the area was closely tied to the establishment of the railroad and accompanying railroad speculation, and early industrial bayfront development. This era was followed by increased residential and commercial development during minority migration and immigration. Later development included increased maritime and Naval development of the waterfront, and large-scale freight handling facilities followed by the rise of the Chicano political activism movement and its impact on infrastructure projects and uses in Barrio Logan.

The General Plan's Historic Preservation Element provides a set of goals and policies that facilitate the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The element's goals include identifying and preserving historical resources, educating the public about the importance of historic preservation, and encouraging preservation through use of incentives.

HP-1

GOALS

- Preservation of significant historical resources.
- Educational opportunities and incentives to support historic preservation.



Preserve significant historical resources such as Barrio Logan's Painted Lady

The Barrio Logan Community Plan Historic Preservation Element includes specific policies addressing the history and historic resources unique to Barrio Logan in order to encourage appreciation of the community's history and culture. These policies build upon the City's General Plan and provide a comprehensive historic preservation strategy for Barrio Logan. The two overarching topic areas addressed in this element include the Identification and Preservation of Historical Resources, which provides the historic context and a discussion of designated potential historical resources, and the education, benefits and incentives related to historical resources.

10.1 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES

HISTORIC CONTEXT

Prehistory

The prehistory of the San Diego region is evidenced through archaeological remains representing more than 10,000 years of Native American occupation. The earliest archaeological remains in San Diego County are believed by some investigators to represent a nomadic hunting culture. A gathering culture which subsisted largely on shellfish and plant foods from the abundant littoral resources of the area is seen in the archaeological record dating from about 6000 BC to AD 650. The Late Prehistoric Period

(AD 650 to 1769) in the City of San Diego is represented by the people ancestral to the Kumeyaay people of today.

The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The Kumeyaay are the identified Most Likely Descendants for all Native American human remains found in the City of San Diego. A records search was completed by the South Coastal Information Center to gain an understanding of the known archaeological resources within Barrio Logan and to assess the potential for discovery of additional historic and prehistoric resources within the plan area. A total of 13 archaeological resources have been identified within the boundaries of Barrio Logan. These sites consist of four prehistoric sites representing food or tool processing or habitation activities, seven historic period sites, and two sites with both prehistoric and historic components.



Brush huts of the Kumeyaay people



The potential to discover prehistoric sites or deposits within Barrio Logan is highest in those areas near Las Chollas Creek (“Indian Point”) or along the original tidelands. Patterns of occupation sites and subsistence-based camps illustrated in the records searches for the bay area indicate that both Archaic and Late Prehistoric people focused on areas with access to fresh water and marine resources. The large prehistoric sites recorded at the mouth of Chollas Creek, on the southeastern portion of Barrio Logan, are examples of the importance of fresh water and marine resources needed to sustain a large population over time. The potential of any prehistoric sites to contribute to research questions regarding cultural occupation along the bay over the past 8,000 years is considered high. The existence of sites further



Food and tools of the Kumeyaay

away from Chollas Creek or the bay however is uncertain, because archaeological surveys have not been conducted and the ability to discern prehistoric sites in the highly urban environment is impacted by the historic development. Depositional patterns at occupation sites elsewhere around the bay have documented good preservation of shell and fish remains, as well as hearth features, midden deposits, and even human burials.

Native American representatives were contacted as part of the survey regarding potential cultural concerns related to prehistoric sites or Traditional Cultural Properties within the Community Plan area.

Based upon the record search data, the project area is considered by tribal representatives to have minimum research potential, except in those areas on the southeast side of the community where recorded sites SDI-12,090 and SDI-12,092 represent a prehistoric village situated at the mouth of Chollas Creek. This village area has been disturbed; however, components of these sites may still exist beneath the historic and modern development layers. Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts were expressed during the consultation process.

As part of future development within Barrio Logan, the City should consult with the Native American Heritage Commission (NAHC) early in the project planning, design and environmental compliance process by notifying the NAHC and concerned Native American parties. Details of this notification process and recommendations for continued Native American consultation and treatment of burials are found in the Historic Survey Report.

History

Historic archaeological deposits have been identified within Barrio Logan, notably in those locations where archaeological monitoring has been required for large development projects. Discoveries associated with the historic period include cisterns, privies, trash deposits, and foundations, including remains of the Coronado Railroad and the Savage Tire Factory. The ability of any of these features to provide the types of data necessary to address research questions related to the residents and the development of the community over time is dependent upon the presence of historic artifacts that represent the material cultural of the occupants of a particular location. Several examples exist from recent archaeological monitoring programs that indicate the potential is very high within the Community Plan area to discover features with associated historic artifacts that reflect the local population.



The Mariachi Building

One example is a cistern discovered at the Mercado de Barrio project in 1998 that produced a substantial quantity of bottles, containers, clothing, newspapers from World War I, and a wide spectrum of personal items and manufactured goods dating from the early 1900s through the 1950s.

The records search identified twenty buildings previously recorded including ten residences (four have been demolished), four commercial buildings, an institutional building (demolished), one industrial building (demolished), the San Diego-Coronado Bay

Bridge, the Chicano Park, the Chicano Park murals, and portions of the San Diego and Arizona Railroad and the Coronado Railroad.

Historic Survey

The Barrio Logan Historical Resources Survey (Appendix C) addresses archaeological resources within the Community Plan area through records searches and Native American consultation. Due to the subsurface nature of archaeological resources and the unlikely expectation of encountering such resources during a reconnaissance survey in an urban setting, identification of additional archaeological resources was not attempted. Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts were expressed during the consultation process.

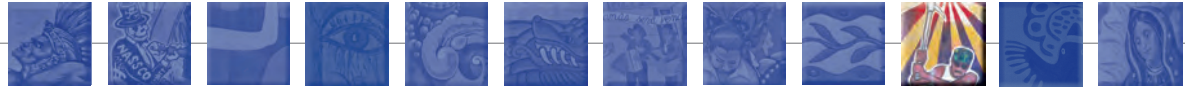
The built environment is addressed through a reconnaissance-level survey of existing properties built prior to 1965. The survey revealed that Barrio Logan's historic character has evolved from a residential neighborhood in the late 1800s to a mixed-use residential, commercial, and industrial hub today, a process that has been shaped by trends in transportation systems and the natural resources of the bay. The residential and commercial development of Barrio Logan between the 1870s and the early 1920s was driven by railroad speculation and the need for residential housing near Downtown along the planned railroad route.

The spurt of growth along the bayfront in the 1910s and 1920s was facilitated by construction of the new pierhead and filling of the tidelands, which created the bayfront commercial area occupied by the growing fishing industry and the military. Many residential and commercial buildings were constructed between 1920 and 1950 to accommodate the new residents and growing community.

With the rezoning of Barrio Logan in the 1950s, industrial uses became entrenched within the residential, commercial, and institutional areas.

In the 1960s, the construction of freeways required the destruction of the streets in the path of I-5 and the new San Diego-Coronado Bay Bridge. The historic context identifies five important themes related to the development of Barrio Logan during the American Period (1846 – present). The themes focus on chronology and include:

1. **Railroads and Streetcars** (1870s – 1920s) Residential and Commercial Development;
2. **Early Industrial Bayfront Development** (1880s – 1930s);
3. **Minority Migration/Immigration and Euro-American Exodus** (1920s – 1950s) Residential and Commercial Development;
4. **Later Industrial and Naval Bayfront Development** (1940s – 1950s); and
5. **Chicano Political Activism** (1960s to present) Chicano Community Response to Rezoning and Infrastructure Projects.



Of the 485 properties included in the survey, the majority (64%) are residential, commercial buildings account for the second largest group of properties (27%), with industrial, institutional, and recreational buildings accounting for the remaining properties. Seventeen architectural styles were observed with Craftsman and Folk Victorian the most common residential styles, and Block was the most common commercial style. These styles date to the early 20th century between circa 1920 and 1940, which is when the majority of the properties included in the survey (65%) are estimated to have been constructed.

This timeframe in Barrio Logan is associated with the Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s – 1950s) theme and Later Industrial and Naval Bayfront Development (1940s – 1950s) historic themes.

The Barrio Logan survey only included buildings visible from the street and did not attempt to record structures on the rear of properties or along alleys. As the historic context indicates, there are potentially a considerable number of buildings older than 1965 that were constructed behind older residences that were not covered by the current survey.

The study of these obscured or inaccessible structures could provide a more complete understanding of Barrio Logan's development history.

DESIGNATED AND SIGNIFICANT HISTORICAL RESOURCES

Chicano Park and its murals (HRB#143), the George Kostakos Commercial Building (1701-1715 National Ave; HRB #799), and the artwork from the demolished Aztec Brewery (HRB #223) are listed in the City of San Diego Register of Historical Resources.

HP-5



Development of Chicano Park by Barrio Logan residents



The Metro Theater

Chicano Park and its murals are also eligible for inclusion in the California Register of Historical Resources and the National Register of Historic Places. Chicano Park and its murals are recognized as an important historic site associated the theme of Chicano Political Activism (1960s-present). In addition to these designated historic resources, at least one property, the Kelco Historical Community Mural, has been determined significant and eligible for designation through the environmental review process.

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES

Barrio Logan represents a mix of different historic periods, modified structures, and various architectural styles that are interspersed with commercial and industrial uses. No historic districts were identified within Barrio Logan as a result of the survey, although a concentration of potentially significant buildings was found between Logan Avenue and Newton Avenue,

generally bounded by Chicano Park on the northwest and S. 26th Street on the southeast.

The survey identified 98 buildings that may be considered individually significant based on City of San Diego Criterion C. Additional properties may also be found potentially significant through more detailed research.

Eight properties are identified as potentially significant because they may exemplify or reflect special elements of the community or neighborhood's development based on City of San Diego Criterion A. The majority of these properties are associated with the Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s), which was the period in which the Mexican American community became the dominant population group in Barrio Logan. It was also the period during which Barrio Logan's residential and commercial growth was most substantial.

One property (2174 Logan Avenue) is associated with the period of earliest residential and commercial development in Barrio Logan (Residential and Commercial Development in the Era of Railroads and Streetcars [1870s-1920s]).

In 1925, the property located at 1786 Beardsley Street was purchased by the Lopez family. The New Mexico Tortilla factory was built in 1929 on this site. It was one of the first factories with an electric tortilla maker in the city. The store delivered tortillas to Old Town and also sold food to the cannery workers. Later, the tortilla factory became a restaurant called the New Mexico Café. In the 1980s, the New Mexico Café moved to the adjacent property on the corner of Newton Avenue and Beardsley Street. The family-owned restaurant is still in business today.

Most historic resources surveys identify architecturally significant buildings or important historic districts. Yet in a community that has a strong cultural history, such as the predominantly



Chicano Park and its murals are a protected historic resource



Historic Colonial Revival home located along Logan Avenue built in 1887



The New Mexico Café has been owned and operated by the same family since 1926



Mexican-American community of Barrio Logan, the influence and shaping of the landscape are more complex than can be communicated through a list of individual buildings or districts. The Mexican-American contribution to the “sense of place” in Barrio Logan may be considered a historic vernacular landscape, worthy of study and preservation measures.

Key to a successful preservation strategy for these resources will be choosing the appropriate type of preservation action. The most ideal approach to protecting the Barrio Logan cultural landscape will likely be a combination of preservation and rehabilitation. Of the many Mexican-American contributions to Barrio Logan, murals and shrines are likely to be the ones best treated by preservation.

Rehabilitation is the approach that will likely be best applied to other elements of the landscape such as enclosed and personalized front-yards and the use of color to fill blank walls. In the case of



Enclosed front yards of historic homes along Newton Avenue

enclosure, for instance, rehabilitation would likely have less emphasis on the actual historic fabric itself (such as the age of the fencing material) than on the concept of enclosure itself. The same may be true of the use of bright colors, advertising, and graffiti. Those elements would remain but would be free to evolve over time.

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES POLICIES

Policy 10.1.1 Conduct additional research on buildings identified as potentially significant in the survey report to evaluate their eligibility for listing in the City’s Historical Resources Register.

Policy 10.1.2 Conduct additional research and field work to determine whether a historic commercial district may be present along Logan Avenue.

Policy 10.1.3 Conduct additional field work to identify buildings that were obscured or inaccessible during the Barrio Logan Historic Reconnaissance survey.



Policy 10.1.4 Develop a historic context statement related to the Mexican-American “sense of place” and cultural landscape evident throughout the community to assist with the identification, evaluation and preservation of resources significant to that history. The context statement should include an oral history component to inform the context about those properties valued by the community.

Policy 10.1.5 Conduct project specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant archaeological and Native American sites. Refer potentially significant historical and cultural resources to the Historical Resources Board for designation.

Policy 10.1.6 Allow concerned Native American parties an opportunity to comment on or participate in any treatment plan for any sites with cultural and religious significance to the Native American community.

Policy 10.1.7 In the event that Native American burials are anticipated or inadvertently discovered during controlled archaeological excavations or any phase of construction, it is recommended that the concerned parties shall seek to avoid direct and indirect impacts to the site(s) as the primary mitigation alternative. Treatment of sites containing human remains, funerary objects, sacred objects or objects of cultural patrimony

should proceed according to applicable laws and in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA; 43 CFR 10), as appropriate, and any agency-specific rules and procedures for handling such matters.

Policy 10.1.8 Recommend that if human remains are uncovered, no further disturbance of the site shall occur until the County Coroner has made the necessary finds as to origin and disposition of the remains.

10.2 EDUCATION, BENEFITS AND INCENTIVES RELATED TO HISTORICAL RESOURCES

Revitalization and adaptive reuse of historic buildings conserves resources, uses existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism and enhances quality of life and community character. The successful



Adaptive reuse of historic buildings provides new opportunity for small business

implementation of a historic preservation program requires widespread community support. Creating support for historic preservation requires public understanding of the significant contributions of historical resources to the quality and vitality of life, aesthetic appeal, and cultural environment of the community. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves, as well as the purpose and objectives of the preservation program, must be developed and widely distributed. A number of community organizations including the Logan Heights Historical Society, Chicano Park Steering Committee and the Logan Avenue Business Association would be excellent partners in this education and outreach effort.

There are a number of incentives available to owners of historic resources. The California State Historic Building Code provides flexibility in meeting building code requirements for

historically-designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards. The Mills Act provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan.

EDUCATION, BENEFITS AND INCENTIVES POLICIES

Policy 10.2.1 Foster preservation of designated historic resources through use of incentives.

Policy 10.2.2 Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

Policy 10.2.3 Encourage incentives for new development that could transfer the development rights from potentially and designated historic structures in order to preserve, maintain and rehabilitate them.



Historic preservation is an important component to Barrio Logan's identity



CHAPTER ELEVEN

arts and culture element

IN THIS CHAPTER

Goals

Arts and Culture Policies

Murals, sculptures, music, and dance, are a central part of Barrio Logan's identity, and enrich the public realm with stories of the community's history and culture. Arts and culture provides a means of expression in the environment, a way to create spaces that have a meaningful aesthetic, and an opportunity to educate about history, culture, nature, and current events. It takes many forms and shapes in the public realm of Barrio Logan's streets and sidewalks, parks and plazas, and gateways. While the most familiar forms of public art in Barrio Logan are its painted murals, there are other examples including tile murals and sculptures. New directions in public art should encourage a diversity of media, so that all segments of the community can participate and be represented. Public art can also be a more integral part of public spaces such as plazas and transit stops, facades of existing buildings and utilities, as well as in new developments. In addition, these public places provide opportunities for other cultural activities to occur such as festivals and performances.

AC-1

GOALS

- Barrio Logan identified as a cultural and arts center.
- Development of the Logan Avenue Arts District.



Public art can be found throughout Barrio Logan providing beauty and visual interest

Chicano Park is home to the largest collection of Chicano murals in the world. The murals are recognized as seminal in the birth of the Chicano art movement in the United States and the collection is a point of pride among the residents of Barrio Logan as well as residents of San Diego. Chicano Park serves as a venue for a range of festivals and cultural events. Murals and art adorn buildings and walls throughout the neighborhood, a feature that is essential in the visual and social character of the community. The mural heritage visually supports the colorful history and spirit of the residents because the people express themselves thru art and visual spaces.



Chicano Park Day features traditional music and dance, including Aztec Indigenous dance, coordinated by Toltecas en Aztlán.



"The Cannery Workers Tribute" in Barrio Logan by Valerie Salatin and Nancy Moran



Fiesta del Sol is an annual street festival which celebrates the history and diversity of cultures in Barrio Logan



Include public art or cultural amenities in each new development project

ARTS AND CULTURE POLICIES

Policy 11.1.1 Pursue art installations that are diverse in content, media and siting, that help to create and reinforce the uniqueness of Barrio Logan and reflect the array of regional cultural and environmental influences.

Policy 11.1.2 Embrace the artistic heritage of Barrio Logan and continue to invite new influences into the art-making dialogue/process.

Policy 11.1.3 Include public art or cultural amenities in each new development project. Engage artists early in the project design process to achieve integration between art and architecture.

Policy 11.1.4 Strengthen Barrio Logan's identity as a local cultural and arts center through the use of public art in public spaces such as trolley stations, sidewalks, streets, parks, and in building lobbies.

Policy 11.1.5 Create a balance between the preservation/remembrance of historic elements of Barrio Logan culture and structures, such as the collection of Aztec Brewery art and artifacts, and contemporary art installations.

Policy 11.1.6 Ensure that ground floor spaces of live/work units emphasize artists' works, with accessible entrances, transparent windows, and display areas.

Policy 11.1.7 Support diversity of history, culture, climate, environment, and people through inclusive arts and cultural offerings accessible to non-English speaking residents, seniors, and visually and hearing impaired populations.

Policy 11.1.8 Utilize vacant and/or underutilized storefronts and other non-residential buildings for temporary art exhibitions.

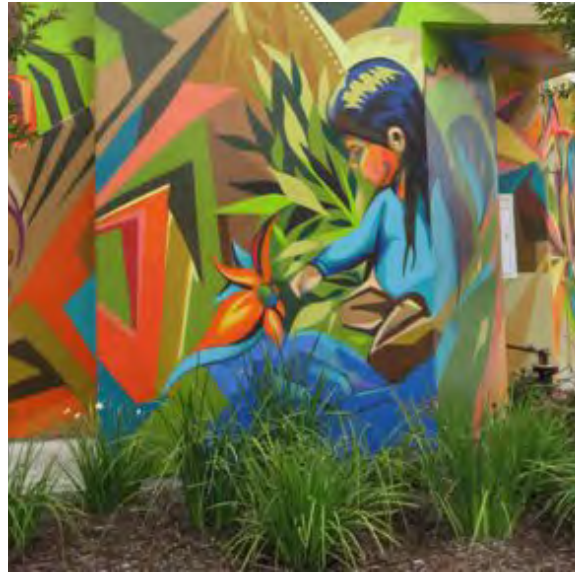
Policy 11.1.9 Encourage the provision of spaces for performances and art events in neighborhood parks, community centers, schools, transit stations, residential developments and public areas within private development.

Policy 11.1.10 Continue efforts to create meaningful, memorable, and culturally-significant public spaces in Barrio Logan that are integrated with public art.

Policy 11.1.11 Coordinate with the San Diego Unified Port District to identify all possible funding resources and to ensure alignment between the various public art programs and projects.

Policy 11.1.12 Support the creation of a Chicano Park Museum and Cultural Center.

Policy 11.1.13 Emphasize public art installations on Cesar E. Chavez Parkway, Logan Avenue and National Avenue and at major intersections.



Policy 11.1.14 Ensure that live/work artist spaces enliven the street with a focus in the areas designated as the Logan Avenue Arts District while providing housing and work spaces for local artists.

Policy 11.1.15 Involve artists in the design of gateway elements proposed for Logan and 16th, Cesar E. Chavez Parkway and Main and Division.



CHAPTER TWELVE implementation

IN THIS CHAPTER

Key Actions

Priority Public Improvements and Funding

Funding Mechanisms

Barrio Logan Implementation Action Matrix

The Barrio Logan Community Plan will be implemented through a number of different mechanisms which are outlined in this chapter. It describes the necessary actions and key parties responsible for realizing the plan's vision. Implementing these proposals will require the active participation of the city departments and agencies, regional agencies such as the Port District, SANDAG, and MTS, and the community.

This plan also recommends a number of funding mechanisms for the City and Barrio Logan Community to pursue as ways to viably finance the implementation of this plan.

KEY ACTIONS

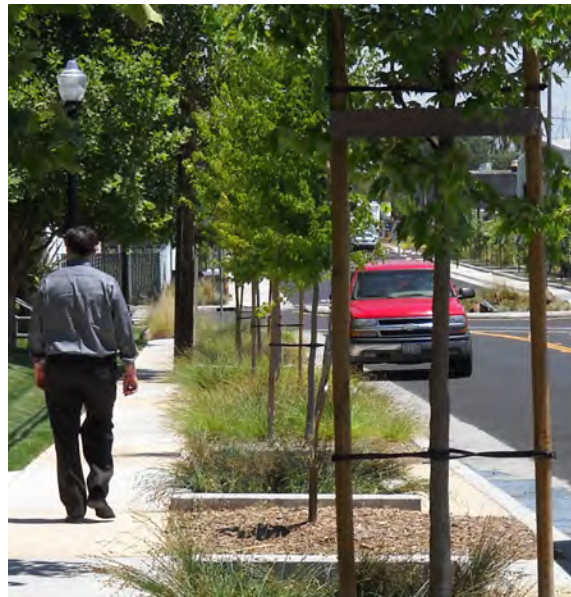
- Regularly update a Public Facilities Financing Plan (PFFP) identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout this Community Plan.
- Implement facilities and other public improvements in accordance with the PFFP.
- Pursue grant funding to implement unfunded needs identified in the PFFP.
- Pursue formation of Community Benefit Assessment Districts, as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

IE-2

12.1 FUNDING MECHANISMS

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

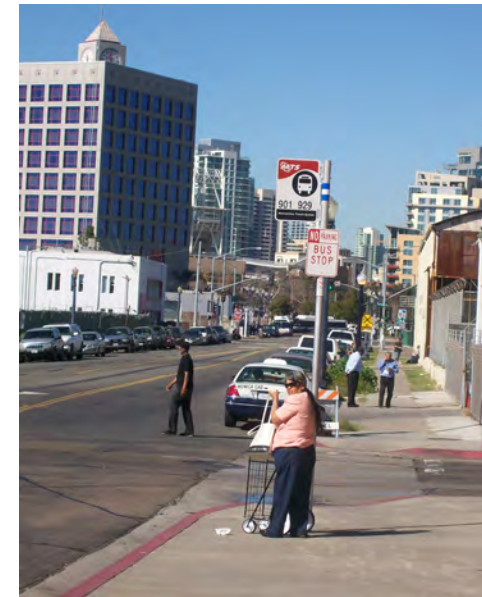
- Impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, sidewalk improvements.



Implement innovative streetscape improvements

12.2 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

The proposals for improvements to streets and open spaces described in this plan vary widely in their range and scope— some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources of funding should be pursued wherever possible. A complete list of projects is included in the PFFP. Table 12-1 articulates some of the higher priority recommendations.



Improvements are needed to sidewalks and transit stops

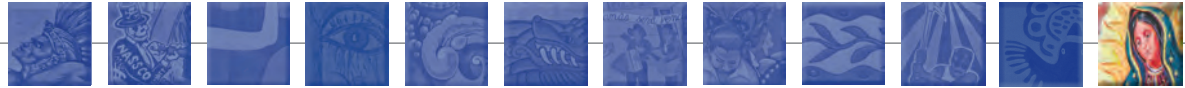


TABLE 12-1 BARRIO LOGAN IMPLEMENTATION ACTION MATRIX

No.	ELEMENT ACTIONS	POLICY	RESPONSIBLE DEPARTMENTS/AGENCIES	TIME FRAME
SIDEWALK AND PEDESTRIAN IMPROVEMENTS				
1	Construct sidewalks in areas where they are currently missing or degraded along Harbor Drive, Main Street, Schley Street and Sigsbee Street.	ME 3.1.1	Adjacent property owners, Streets Department	Short-term
2	Facilitate the completion of sidewalk and intersection improvements along Harbor Drive including improved pedestrian crossings at several locations to better connect the Port Tidelands employers and neighborhood east of Harbor Drive by enhancing the Sampson Street, Cesar E. Chavez Parkway, Schley Street, 28th Street and 32nd Street intersections.	ME 3.1.1	Streets Department; Caltrans; Port of San Diego	Short-term
3	Maximize sidewalk landscaping, shade-producing street trees and pedestrian scale street furnishing to the greatest extent feasible with an emphasis in the Community Village and Historic Core areas.	ME 3.1.8	Streets Department; Caltrans; Port of San Diego	Short-term
4	Design the corners of major street intersections including along Cesar E. Chavez Parkway at Logan Avenue, National Avenue, Newton Avenue and Main Street to accommodate public gathering spaces.	ME 3.1.9	Adjacent Property Owners, City of San Diego	Short-term
5	Create a comprehensive street lighting plan to be implemented through a lighting and landscape maintenance assessment district.	PFE 6.1.4	City of San Diego; Barrio Logan community	Medium-term
BICYCLE IMPROVEMENTS				
1	Complete the Bayshore Bikeway project.	ME 3.5	City of San Diego; San Diego Association of Governments and the BNSF Railroad	Medium-term
2	Provide Class III bicycle facilities including sharrows along National Avenue 26th Street and Boston Avenue.	ME 3.5.	City of San Diego	Medium-term
ROADWAY INFRASTRUCTURE				
1	Work with Caltrans to redesign the access to the San Diego Coronado Bay Bridge onramp at Cesar E. Chavez Parkway and Logan Avenue to improve the pedestrian environment.	ME 3.1.5	City of San Diego; Caltrans	Medium-term
2	Support improvements to grade-separate the Cesar E. Chavez Parkway, 28th Street and 32nd Street Trolley tracks.	ME 3.1.2	City of San Diego, SANDAG, Metropolitan Transit System (MTS)	Long-term
PARKING				
1	Develop a parking strategy to address relocation of employee parking along Harbor Drive to allow implementation of the Bayshore Bikeway Project, and to comprehensively address employee and community parking issues, and associated community impacts through shared parking agreements.	ME 3.6.	N/A	Short-term
2	Implement a parking in-lieu fee for new development that would contribute to implementation of parking demand reduction strategies	ME 3.6.6	City of San Diego	Medium-term
3	Create a parking district in order to efficiently manage on and off-street parking opportunities.	ME 3.6.5	City of San Diego and Barrio Logan Community	Medium-term
GOODS MOVEMENT				
1	Coordinate truck route improvements with Caltrans and the Port for Harbor Drive along with 28th and 32nd Streets.	ME 3.7.6	City of San Diego; Caltrans, Navy and the Unified Port District	Medium-term

TABLE 12-1 BARRIO LOGAN IMPLEMENTATION ACTION MATRIX

No.	ELEMENT ACTIONS	POLICY	RESPONSIBLE DEPARTMENTS/AGENCIES	TIME FRAME
PUBLIC PARK AND OPEN SPACE IMPROVEMENTS				
1	Establish a joint-use agreement with Perkins Elementary to utilize future recreational facilities during non-school hours.	RE 7.1.12	City of San Diego; San Diego Unified School District	Medium-term
2	Work with Caltrans to establish a long term lease for use of Caltrans property between 29th Street and 32nd Street.	RE 7.1.4	City of San Diego; Caltrans	Medium-term
3	Design a passive use urban trail connection along the east side of Boston Avenue.	LU 2.7.25	Adjacent Property Owners, City of San Diego	Medium-term
4	Establish a park and recreation facility at Chicano Park.	RE 7.1.15	City of San Diego; Caltrans	Medium-term
5	Replace the bathrooms Chicano Park with accessible and lighted facilities.	RE 7.3.1	City of San Diego; Caltrans	Short-term
6	Provide adequate lighting in Chicano Park.	RE 7.2	City of San Diego; Caltrans	Short-term
7	Work with Caltrans to establish a long-term lease for properties within their jurisdiction that are adjacent to Chollas Creek.	RE 7.1.4	City of San Diego; Caltrans	Medium-term
8	Evaluate the ability to develop a trail connecting Main Street to the community east of Interstate-5 along Chollas Creek.	RE 7.4.2	City of San Diego; Caltrans and the Navy	Long-term
PUBLIC FACILITIES IMPROVEMENTS				
1	Develop a new 10,000 square foot fire station to serve the needs of the Barrio Logan Community as well as the surrounding communities that fall within the service area.	PFE 6.1.2	City of San Diego	Short-term
2	Ensure the library that serves the Barrio Logan community has sufficient resources.	PFE 6.1.8	City of San Diego	Short-term
CONSERVATION IMPROVEMENTS				
1	Establish lighting and landscape maintenance assessment district to promote and maintain shade-producing street trees in order to expand the canopy cover to 20% in residential areas and 10% in commercial and industrial areas.	CD 8.2.24	City of San Diego	Short-term

appendices

IN THIS CHAPTER

Barrio Logan Street Trees – Tree List

Barrio Logan Community Corridor Street
Tree List and General Notes

AP-1

APPENDIX A BARRIO LOGAN STREET TREES – TREE LIST

DISTRICT STREET TYPES	LANDSCAPE DISTRICTS					
	1 COMMUNITY VILLAGE	2 HISTORIC CORE	3 TRANSITION AREA	4 MAIN AND BOSTON	5 PRIME INDUSTRIAL	6 HARBOR DRIVE
Albizia julibrissin (Silk Tree)	Accent	Accent				
Arbutus marina (Marina Madrone)	Theme	Theme				
Callistemon citrinus (Lemon Bottlebrush)			Accent	Accent	Accent	
Cassia leptophylla (Gold Medallion)			Theme	Theme	Theme	
Ceratonia siliqua (Carob) * Male Species	Alternate	Alternate				
Jacaranda mimosa/olia (Jacaranda)	Theme	Theme	Alternate	Alternate	Alternate	
Koelreuteria bipinata (Chinese Flame Tree)			Alternate	Alternate	Alternate	
Koelreuteria paniculata (Golden Rain Tree)			Theme	Theme	Theme	
Lagerstroemia indica (Crape Myrtle)	Accent	Accent	Accent	Accent	Accent	Accent
Liquidambar styraciflua (Liquidambar) *	Alternate	Alternate				
Metrosideros excelsus (New Zealand Christmas Tree)	Accent	Accent				
Olea europaea (Fruitless species) *	Alternate	Alternate				
Pittosporum undulatum (Victorian Box)			Alternate	Alternate	Alternate	
Platanus acerifolia (London Plane Tree)	Theme	Theme	Theme	Theme	Theme	Alternate
Podocarpus gracilior (Fern Pine)	Theme	Theme				
Prunus cerasifera (Purple Leaf Plum)	Accent	Accent	Accent	Accent	Accent	
Quercus ilex (Holly Oak)			Theme	Theme	Theme	Alternate
Quercus suber (Cork Oak)			Theme	Theme	Theme	Theme
Tipuana tipu (Tipu Tree)			Theme	Theme	Theme	
Washington robusta (Mexican Fan Palm)**	Accent	Accent				

* Special installation conditions/techniques may be required by Development Services and Park & Recreation Departments. NOTE: Existing “Significant Trees” (specimens) should be retained and protected (including modifying adjacent pavement) and replaced if no other possible alternative exists.

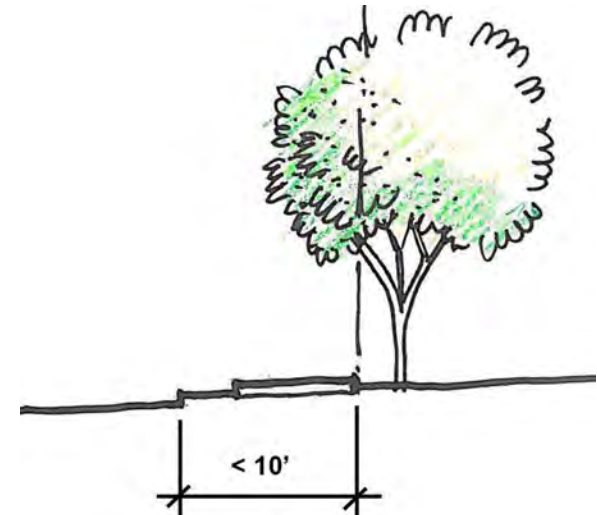
** Palms used only as corner accent trees.

APPENDIX B BARRIO LOGAN COMMUNITY CORRIDOR STREET TREE LIST

COMMUNITY CORRIDOR	MAJOR TREE THEME	ALTERNATE TREE
Harbor Drive	Platanus acerfolia (London Plan Tree, Bloodgood) Quercus suber (Cork Oak)	Podocarpus gracilior (Fern Pine) Quercus ilex (Holly Oak)
28th Street	Tipuana Tipu (Tipu Tree) Casia leptophylla (Gold Medallion)	Koelreuteria paniculata (Golden Rain Tree) Platanus acerfolia (London Plane Tree)
32nd Street	Podocarpus gracilior (Fern Pine) Quercus suber (Cork Oak)	Koelreuteria paniculata (Golden Rain Tree) Platanus acerfolia (London Plane Tree)
Cesar E. Chavez Parkway	Jacaranda mimosifolia (Jacaranda) Washington robusta (Mexican Fan Palm**)	Arbutus Marina (Marina Madrona)

BARRIO LOGAN COMMUNITY STREET TREE PLAN – GENERAL NOTES

1. Size of street trees to be per citywide landscape regulations and standards (calculated by street frontage of each property and in no case less than a twenty-four inch box).
2. Palms should be a minimum of 8 feet (brown trunk) in height.
3. Tree grates shall be American Disabilities Act approved where necessary to provide required clear path.
4. Flexibility of tree placement to facilitate commercial visibility may be approved by the Development Services Director.
5. Pruning of trees should comply with the standards of the National Arborist Association according to Class I Fine Pruning.
6. All plant material should be installed per the standards of the applicable landscape regulations and standards.
7. Where site conditions do not allow the installation of street trees in the public right of way due a right of way width of less than 10 feet or utility conflicts, street trees may be located on private property.
8. All species of pines, palms, etc. not specifically identified require approval of Development Services, and Park and Recreation Departments.
9. Community Corridor - Commercial corridors may utilize the following: Small trees/tree form shrubs, vertical accent, tropical or flowering at rear of R.O.W. or on private property (where R.O.W. is less than 10 feet).



Street trees on private property are allowed where the R.O.W. is less than 10'



Barrio Logan Historical Resources Survey

Prepared by:

City of San Diego
City Planning & Community Investment
Community Planning & Urban Form Divisions
202 C Street, MS 5A
San Diego, California 92101

In conjunction with

Brian F. Smith and Associates
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February 01, 2011

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Report Date: February 01, 2011

Report Title: Barrio Logan Historical Resources Survey

Prepared by: City of San Diego
City Planning & Community Investment
Community Planning & Urban Form Divisions
202 C Street, MS 5A
San Diego, California 92101

Lead Agency Identifier: N/A

USGS Quadrangle: Point Loma, California (7.5 minute)

Study Area: Approximately 1,000 acres

Key Words: USGS Point Loma Topographic Quadrangle (7.5 minute); Barrio Logan Community Plan Update; historic context; historic resources reconnaissance level survey; potentially significant individual buildings; prehistoric assessment; Native American consultation; archaeological records search.

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1.0 EXECUTIVE SUMMARY

In 2008, the City of San Diego, in conjunction with the Barrio Logan community, began preparing a comprehensive update of the Barrio Logan Community Plan (1978 Barrio Logan/ Harbor 101 Community Plan and Local Coastal Program and Barrio Logan Planned District Ordinance Zoning regulations). As part of the update effort, the City commissioned a historical resources reconnaissance survey of the Barrio Logan Community Plan Area (Barrio Logan) in order to prepare the historic preservation element of the Community Plan. Brian F. Smith and Associates, Inc. (BFSA) conducted the survey of Barrio Logan from 2008 to 2009.

The survey included a literature review, a records search, archival research, preparation of a historic context statement, field reconnaissance, data analysis, and report. The survey complied with the City of San Diego Historic Resource Survey Guidelines (July 2008), National Register of Historic Places Bulletin 24, "Guidelines for Local Surveys: A Basis for Preservation Planning," National Register of Historic Places Bulletin 18, "How to Evaluate and Nominate Designed Historic Landscapes," and also benefited from the guidance of City staff. CEQA analysis was not conducted.

Previously identified archaeological resources within the study area were considered as part of the study. The South Coastal Information Center records search result listed 33 previously recorded archaeological resources within the boundaries of Barrio Logan, six prehistoric (two also containing historic resources) and the remainder historic. Historic archaeological deposits within the study area have been located where projects are graded and reveal buried refuse deposits, wells, cisterns or privies. These types of resources are not typically visible during a field reconnaissance within an urban setting such as Barrio Logan. Likewise, prehistoric deposits in this area are characterized as shell and midden deposits often revealed during trenching or grading when modern and historic soil layers are removed. Due to the unlikelihood of encountering evidence of either historic or prehistoric archaeological deposits during a reconnaissance survey, the City directed that the survey would not include attempts to locate such deposits.

BFSA historians conducted the field reconnaissance of Barrio Logan in July and August of 2008. The survey boundaries included the Barrio Logan plan area, with the exception of the area southwest of Harbor Boulevard. The survey was focused on buildings constructed before 1965 and those visible from the street. A total of 485 properties were surveyed including Chicano Park, established in 1970. One-hundred and twenty-nine properties were found to be potentially significant based the City of San Diego significance criterion and were assigned a California Status Code of 5S3. A complete list of the properties surveyed is provided in the appendices of the report.

The survey results indicate there are no concentrations of buildings representing a single architectural style or a particular period of time or that relate to an identified historic theme in a significant way. Because of the zoning changes in the 1950s that allowed for mixed uses, the industrial/commercial in-fill and wide-scale demolition of residences over the past fifty years has changed the historic setting and the integrity of the plan area. The majority of residential and commercial structures have been altered compromising their architectural integrity. Consequently, no historic districts were identified within Barrio Logan. The modifications made by Mexican-American residents to structures that may have

compromised the architectural integrity may still have historic validity as cultural contributions to the landscape and may be considered historically significant.

Native American representatives were consulted regarding the community plan update process. Clint Linton of Red Tail Monitoring and Research, Inc, a representative of the Kumeyaay Nation, submitted a brief statement describing Native American concerns relative to Barrio Logan, and agreed with the recommendations for Native American consultation proposed by BFSa.

Based on the results of the historic resources survey, it is recommended that the City conduct additional research on buildings receiving a 5S3 status code as part of future project review, identify additional buildings that may have been missed during the survey, commission a Mexican American Cultural Landscape and Oral History Study, and conduct project-specific Native American consultation as warranted during future project review.

This historic study was conducted by BFSa under the direction of Brian F. Smith, with the assistance of Melanie D. Lytle, Historian, and Larry J. Pierson, Senior Archaeologist and Historian. Sara Clowery-Moreno and Tracy Stropes, Project Archaeologists, drafted the archaeology section of the report. Surveyors included Andrew Hoge, Ms. Lytle, Mr. Smith, and Matthew Smith. Dylan Amerine and Nora Thornbury edited the report, Adrian Moreno created the graphics, and Jenni Kraft produced and distributed the copies.

2.0 PROJECT OVERVIEW AND METHODOLOGY

The Barrio Logan Community Plan Area (Barrio Logan) occupies approximately 1,000 acres of land immediately east of downtown San Diego and adjacent to San Diego Bay. Barrio Logan is bordered by National City and the United States Naval Base San Diego to the southeast, Interstate 5 to the northeast, and the San Diego Unified Port District and bay to the southwest (**Figure 1**). The mostly Mexican-American neighborhood currently includes approximately 3,600 residents in a mixed-use area of residential, commercial, and industrial properties. Barrio Logan is a neighborhood with a rich cultural history, as exemplified by Chicano Park, which contains one of the finest and largest collections of Chicano murals in the country and serves as a gathering place for the region's Mexican-American and Mexican populations.

Historically, Barrio Logan was part of the neighborhood of Logan Heights, one of the oldest urban areas of the city. When Logan Heights was bisected by the construction of Interstate 5 in 1963, the community was divided into two distinct neighborhoods; to the east of Interstate 5 continued to be known as Logan Heights, and the area on the west of the interstate became known as Barrio Logan. Logan Heights and Barrio Logan shared a common history until the separation of the two communities by the construction of Interstate 5. Since the early 1960s, the two neighborhoods have continued to maintain strong cultural and social bonds even though the communities have evolved different identities. Barrio Logan has been more influenced by its proximity to the industrial operations of the bayfront, railroad, and military installations than Logan Heights, and consequently, represents an environment of mixed residential and industrial activities.

2.1 BACKGROUND OF THE BARRIO LOGAN COMMUNITY PLAN UPDATE

In 2008, the City of San Diego, in conjunction with the Barrio Logan community, began preparing a comprehensive update of the Barrio Logan Community Plan (1978 Barrio Logan/ Harbor 101 Community Plan and Local Coastal Program) and the Barrio Logan Planned District Ordinance Zoning regulations. Once adopted, the community plan will implement the City's updated General Plan and will include the following ten elements: land use and community planning; mobility; urban design; economic prosperity; public facilities, services and safety; recreation; historic preservation; noise; housing; and implementation. As part of the update effort, the City commissioned a historical resources reconnaissance survey of Barrio Logan in order to prepare the historic preservation element of the Barrio Logan Community Plan Update. The results of that reconnaissance survey are provided in this document.

2.2 METHODOLOGY

Brian F. Smith and Associates, Inc. (BFS&A) conducted the historical resources survey of Barrio Logan from 2008 to 2009. The survey complied with the City of San Diego Historic Resource Survey Guidelines (July 2008), National Register of Historic Places Bulletin 24, "Guidelines for Local Surveys: A Basis for Preservation Planning," National Register of Historic Places Bulletin 18, "How to Evaluate and Nominate Designed Historic Landscapes," and also benefited from the guidance of City staff.

Native American representatives were consulted during the process and were requested to present any comments or concerns regarding the plan update. Clint Linton of Red Tail Monitoring and Research, Inc,

a representative of the Kumeyaay Nation, submitted a brief statement describing Native American concerns relative to the plan update. Those comments are provided in Appendix A of this report.

The survey boundaries include the entire plan update area, with the exception of the area southwest of Harbor Boulevard (**Figure 1**). The survey focused on buildings constructed before 1965 and those visible from the street. Areas or structures that were not accessible, such as along alleys or areas shielded from view by dense landscape vegetation were not included in the survey. The reconnaissance survey was conducted from a vehicle rather than on-foot as a safety procedure approved by City staff.

The study included a literature review, an archaeological records search, archival research, preparation of a historic context statement, field reconnaissance, data analysis, and report preparation. Specific research questions used to guide this study include:

- Can historic archaeological deposits be located that will aid in the understanding of the process of community development since the late 1800s? The influence of successive waves of ethnic groups in a neighborhood over time has been well documented in San Diego, notably in the East Village area. At the Padres Ballpark (Petco Park), archaeological excavations were able to trace several different ethnic groups over 80 years of residential occupation in the blocks within the Ballpark footprint.
- Can archaeological deposits associated with the prehistoric occupation around the bay for over 8,000 years retain the potential to answer questions regarding the distinction between Archaic and Late Prehistoric occupations and subsistence patterns along the bay?
- What is the evolving plan and character of the community that can be seen from the pattern of streets as laid out and modified, and in the location of transportation systems, industries, institutions, commercial and residential areas, and reserved public spaces and parks?
- How do the kinds, size, and scale of buildings and structures, methods, and materials of construction, and architectural forms and styles define the character of the community?
- How did the location of natural resources, soil types, availability of power and fuel, and accessibility to transportation systems contribute to the development?
- What properties are associated with the community's history and cultural diversity?
- What property types are present and how do they have relevance and importance in illustrating the historic contexts?

Procedurally, the study began with the literature review and archaeological records search. The literature review included an examination of previous surveys of the area. The archaeological records search was requested from the South Coastal Information Center. The records search results were assessed to determine if any cultural resources have been recorded or previous studies have been conducted within the boundaries of the Plan Area. The results of the search served as the basis for the discussion of the plan area's historical and archaeological potential (Section 5.5).

Archival research was conducted at the San Diego Historical Society Research Archives and Photograph Collection, San Diego Public Library, the Historical Resources Board Library, San Diego County Assessor's Office, San Diego State University, and the Logan Heights Historical Society. The targeted archival research resources included:

- aerial photographs (historic and current)

- historic and recent maps (Sanborn Fire Insurance Maps, historic USGS quadrangles)
- city plans
- subdivision maps
- parcel maps
- Assessor's estimated dates of construction (provided by the city)
- historic newspaper articles

Secondary sources such as dissertations, theses, research papers, published books, scholarly journal articles, and online sources were referenced to supplement the archival information.

The results of the archival research were compiled into the historic context statement. The National Register of Historic Places defines a historic context statement as an "organizational framework of information based on theme, geographical area, and period of time...Historical contexts may be based on the physical development and character, trends and major events, or important individuals and groups that occurred at various times in history or prehistory of a community or other geographical unit" (National Register Bulletin 24). Under the direction of City staff, the Barrio Logan historic context statement was arranged into chronological periods and corresponding historic themes, from prehistory to present-day, and included a description of common property types and architectural styles in the plan area.

The field reconnaissance was conducted as a "windshield survey," due to limitations noted in Section 2.2. The report documents the types of properties within the boundaries of the plan area, the methods used to inspect the area, including notes as to any areas given special attention or not inspected at all, the general street plan of the area, and general observations on the area's visual, cultural, economic, and social characteristics. All buildings constructed before 1965 (based on Assessor's records) and visible from the street were photographed. A thorough photographic record was created to document the field reconnaissance.

The records searches and data analysis has been combined with the survey results in the text of this report to present the information used to identify potentially significant structures, and to make recommendations for future study. The consultant team met with City staff regularly to come to a consensus regarding architectural style descriptions and integrity thresholds, and criterion for potentially significant individual buildings and districts. As a result of working with City staff experts, BFSA was able to assign each potentially historic property an architectural style, architectural integrity, estimated date of construction (based on an Assessor's estimated dates of construction provided by the city), and a California Historical Resource Status Code. The data was stored in a digital spreadsheet (Excel format) that also included Assessor's Parcel Number (APN), address, other locational information, and ownership. The appendix of the report includes a simplified table of all historical properties included in the survey. Department of Parks and Recreation (DPR) Forms 523A can be generated for each property from the spreadsheet through application of the CHRID software program.

Study Limitations

For this reconnaissance-level survey, City Staff instructed that integrity assessments for structures built before 1965 should be based on the architectural information available from the photographs gathered during the reconnaissance. Focused research on individual structures was beyond the scope of this reconnaissance. Where the archival research completed for the Context Statement indicated any particular property or type of architecture might be potentially significant based on criterion other than

architecture, it has been noted in the results section of this report with recommendations for future research. Additionally, there were numerous properties that were not visible because they were obscured by heavy vegetation or fencing. In those cases, surveyors gathered as much information as possible and recorded the architectural styles and integrity as “undetermined.”

Archaeological resources previously recorded within the study area were considered as part of the plan update. Archaeological sites in the records searches were identified as either historic or prehistoric. Historic archaeological deposits within the study area have been found when projects are graded and reveal buried refuse deposits, wells, cisterns or privies. These types of resources are not typically visible on a field reconnaissance, especially within an urban setting such as Barrio Logan. Likewise, prehistoric deposits in this area are characterized as shell and midden deposits often revealed during trenching or grading when modern and historic soil layers are removed. Due to the unlikelihood of encountering evidence of either historic or prehistoric archaeological deposits during a reconnaissance survey, the City directed that the field reconnaissance would not include attempts to locate such deposits.

2.3 CITY OF SAN DIEGO CRITERION FOR THE EVALUATION OF BARRIO LOGAN HISTORIC RESOURCES

The following section provides the framework for the future identification, evaluation, and designation of historically significant resources in Barrio Logan. This section also includes a discussion of historic integrity thresholds and the process for determining whether or not a resource retains sufficient integrity.

City of San Diego Criterion

The City’s historic preservation program provides for the designation of individually significant resources and historic districts. The Historical Resources Guidelines of the Land Development Manual states that any improvement, building, structure, sign, interior element, fixture, feature, site, place, district, or object may be designated as historical by the City of San Diego Historical Resources Board if it meets one or more of the following criterion:

- A. Exemplifies or reflects special elements of the City’s, a community’s or a neighborhood’s historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development.
- B. Is identified with persons or events significant in local, state, or national history.
- C. Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship.
- D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman.
- E. Is listed or has been determined eligible by the National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the California State Office of Historic Preservation for listing on the California Register of Historical Resources.
- F. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represents one or more architectural periods or styles in the history and development of the city.

City Historic District Nomination Guidelines

Potential historic districts may be identified as a result of a reconnaissance survey; however, a reconnaissance level survey does not involve a sufficient amount of research, documentation, or evaluation to establish a historic district. A historic district is defined by the City's municipal code as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are united historically, geographically, or aesthetically by plan or physical development and that have a special character, historical interest, cultural or aesthetic value, or that represent one of more architectural periods or styles in the history and development of the City."

The "Guidelines for Preparing a Historic District Nomination in Consultation with Staff" (implemented July 14, 2008) have been prepared to encourage and facilitate community-lead efforts to survey and nominate historic districts identified in a reconnaissance level survey.

Integrity Thresholds

A City of San Diego Register-eligible property or contributor to a district must retain sufficient integrity to convey its significance. Although it is important for the resource to reflect its primary period of significance, it should be recognized that some properties may have multiple periods of significance and that alterations to a resource or changes in its use over time may have their own historical, cultural, or architectural significance. In general, when assessing historic integrity of a resource, it must retain enough of its historic integrity components to be recognizable as representing its period of significance and the character-defining elements which provide its contextual significance.

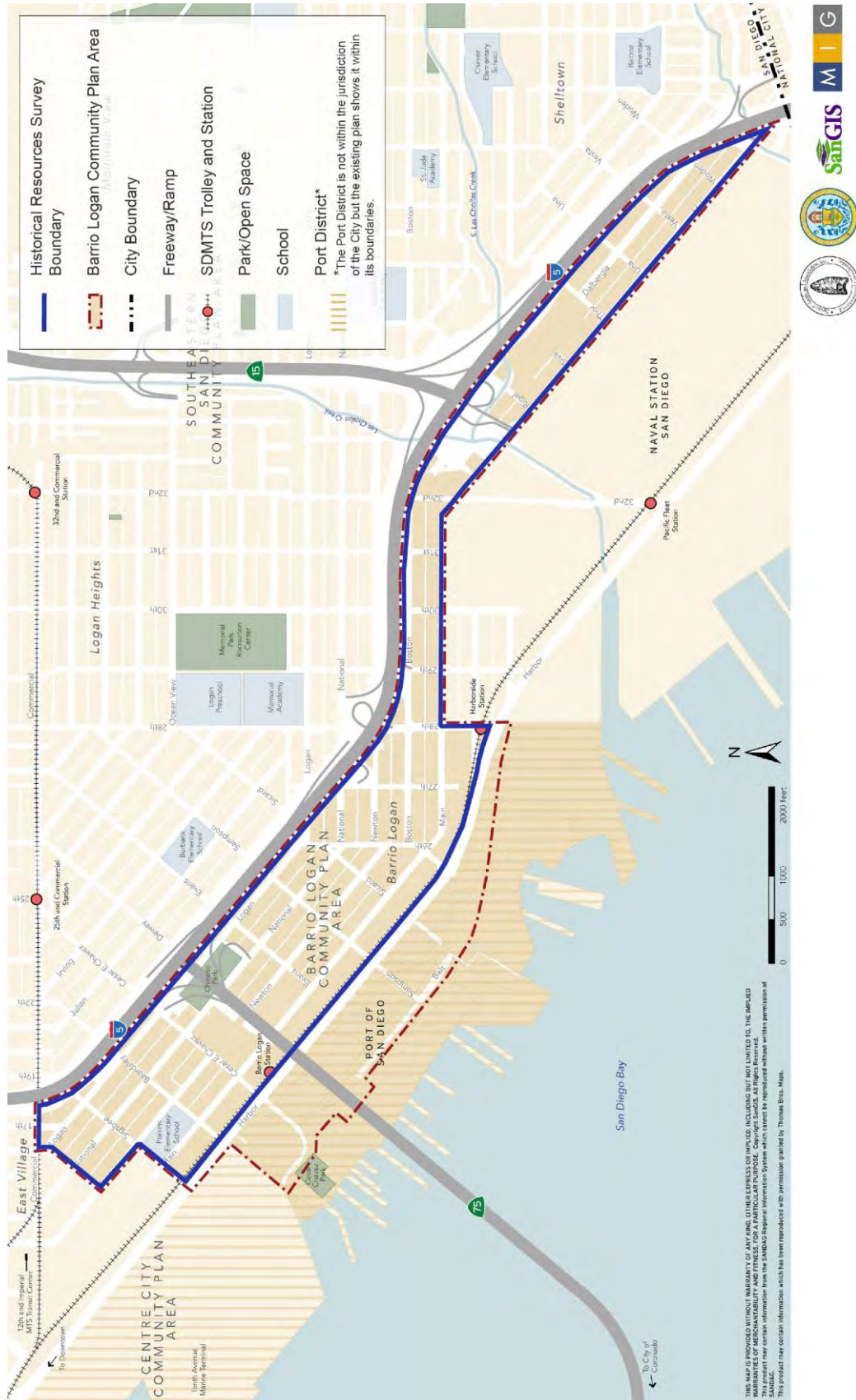
The seven aspects of historic integrity, as recognized by the National Park Service ("National Register Bulletin on Historic Residential Suburbs" and "National Register Bulletin 15: How to Apply National Register Criterion for Evaluation") are:

1. Location: the place where a historic property was constructed or the place where the historic event occurred.
2. Design: the combination of elements that create the form, plan, space, structure, and style of a property.
3. Setting: the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of a place in which the property played its historical role.
4. Materials: the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
5. Workmanship: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
6. Feeling: the property's expression of the aesthetic or historic sense of a particular period of time.
7. Association: the direct link between an important historic event or person and a historic property.

It is not necessary that all seven aspects of historical integrity are present in order for a property to be considered significant. Certain integrity aspects are more relevant to some criterion than others. The

relevant aspects of integrity for the most commonly applied City of San Diego Register Criterion (A-D) are provided below (City of San Diego 2001):

- A. A property significant because it reflects a special element of development ideally might retain some features of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Integrity of design and workmanship, however, might not be as important to the significance, depending upon the aspect of development that the resource reflects. For instance, a property that is significant as a reflection of special elements of the City's, a community's, or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important development aspect.
- B. A property important for association with an event or person(s) ideally might retain some features of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Integrity of design and workmanship, however, might not be as important to the significance, and would not be relevant if the property were a site. A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event or person(s).
- C. In the case of a property important for its architecture, retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important; however, for those properties whose design is a reflection of their immediate environment. A property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique (character-defining features). A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.
- D. A property important as a representative example of the work of a Master must retain most of the physical features and design quality attributable to the Master. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the feature that once characterized its style and identified it as the work of a Master.



3.0 BACKGROUND RESEARCH

3.1 HISTORIC LITERATURE REVIEW

The literature review for the historical resources survey of Barrio Logan included the examination of previous survey reports, professional papers, theses, dissertations, books, journal articles, and online sources that were specific to Barrio Logan and Logan Heights. The three previously completed historical resource survey reports are listed below and the remaining resources used as reference materials are cited throughout the Historic Context (Section 4.0).

- City of San Diego, Planning Department
1980 *Barrio Logan and Western Southeast San Diego Historical Survey*. On file at the Historic Resources Board Library, City of San Diego.
- City of San Diego, Planning Department
1990 *Barrio Logan Redevelopment Area Historic and Urban Resource Survey*. On file at the Historic Resources Board Library, City of San Diego.
- Brandes, Ray, ed.
1983 *Proposed East End Historic and Planned Districts*. University of San Diego, Public History 175/275. On file at the Historic Resources Board Library, City of San Diego.

The three previous surveys had different boundaries though all included at least a portion of Barrio Logan. The surveys were biased towards architectural criterion and did not include other types of cultural resources. Only the 1983 and 1990 surveys made any historic district recommendations though their findings were based on the inclusion of many buildings that have since been demolished. Because of the limitations of the previous surveys, overall they were not very informative beyond providing a record of some buildings that have been demolished since those reports were prepared.

3.2 ARCHAEOLOGICAL RECORDS SEARCH

An archaeological records search was completed by the South Coastal Information Center. The records search provides a summary of known archaeological resources within a one-mile radius of Barrio Logan. This data has been used to assess the potential to discover historic and prehistoric resources (primarily deposits) within the project (see Section 4.0). The records search results included listings for 315 archaeological studies, 1,220 historic addresses, and 250 previously recorded prehistoric and historic archaeological resources within a one-mile radius of Barrio Logan.

Relatively few of the reported resources noted in the records search (250 recorded sites, excluding the 1,220 historic addresses) are comprised of, or include, materials representative of the prehistoric cultures that occupied the coastal region (N=14; 5.6%). Table 1 identifies the 33 previously recorded archaeological resources situated within the boundaries of Barrio Logan. The small number of recorded prehistoric sites in Barrio Logan is a correlation to the intensity of the development of this neighborhood since the late 1800s, which has apparently resulted in the disturbance, capping, or destruction of much of the evidence of the prehistoric occupation of the shoreline area encompassed within Barrio Logan. The reported prehistoric resources in the records search (Table 1) consist of five temporary camps, five shell

middens/heaps, three shell/artifact scatters, and one isolated artifact that are generally located along the bay shoreline and along Chollas Creek and its tributaries. Specifically, six prehistoric resources, two of which also contained historic resources, are reported at least partially within Barrio Logan.

The majority of reported historic resources within a one-mile radius of Barrio Logan consist of visible structures such as residences, commercial buildings, and industrial buildings (N=176; 70.4%). Twenty visible structures are reported within the plan area (Table 1); these include ten residences (four have been demolished), four commercial buildings, an institutional building (demolished), one industrial building (demolished), the San Diego-Coronado Bay Bridge, the Chicano Park, the Chicano Park murals, and portions of the San Diego and Arizona Railroad and the Coronado Railroad. Chicano Park and its murals (HRB#143), the George Kostakos Commercial Building (1701-1715 National Ave.) (HRB #799), and the artwork from the demolished Aztec Brewery building (HRB #223) are listed in the City of San Diego Register of Historical Resources. Chicano Park and its murals are also listed in the California Register of Historical Resources and the National Register of Historic Places.

The remaining 63 (25.2%) historic resources within the one-mile radius of the plan area are characterized as historic deposits or features discovered during grading and excavation of private and public development or capital improvement projects. Recorded historic sites listed as deposits or features consist of cisterns, wells, privies, foundations, deposits (trash deposits/scatters), and isolated artifacts. Specifically, eight recorded historic sites containing deposits or subsurface features are located in Barrio Logan (Table 1). In addition to the recorded sites within Barrio Logan, SDI-15,118 is a large deposit of historic refuse located approximately three-quarters of a mile to the northwest of the project which is associated with garbage collection and disposal into the bay in late 1800s. There remains a high possibility that elements of this site or sites with a similar function may be found where the old shoreline passed along the project area but is now buried beneath the filled tidelands area behind the existing pierhead.

Table 1
SCIC Records Search Results
Previously Recorded Prehistoric and Historic Resources within Barrio Logan

Primary or Site Number	Listed on the Local/ State/ National Register	Type	Description
P-37-016280/ P-37-028387	Local, State, National Registers (HRB# 143)	Historic	Chicano Park
P-37-016281/ P-37-028387	Local, State, National Registers (HRB# 143)	Historic	Chicano Park Murals
P-37-016282		Historic	San Diego-Coronado Bay Bridge
P-37-017271		Historic	3622 Dalbergia St, Residence
P-37-017272		Historic	3628 Dalbergia St., Residence
P-37-023905		Historic	Savage Tire Co./Aztec Brewery (demolished)
P-37-028094	Local Register (HRB# 799)	Historic	1701-1715 National Ave., George Kostakos Commercial Building

Primary or Site Number	Listed on the Local/ State/ National Register	Type	Description
P-37-028155		Historic	1629 National Ave., Residence (demolished)
P-37-028391		Historic	1809 National Ave., Neighborhood House (demolished)
P-37-028392		Historic	1894 Main St., E.J. Dailey Roofing/Chuey's Restaurant
P-37-028393		Historic	2185-2195 Logan Ave., Charles Swallow Commercial Building/Logan Department Store
P-37-028394		Historic	2184-2196 Logan Ave., Bank of Italy/Porkyland Tortilla Factory
P-37-028395		Historic	2154 Logan Ave., Dobler Residence/El Carrito Restaurant
P-37-028396		Historic	2174 Logan Ave., S. and Hannah Johnston House
P-37-028403		Historic	2073-2077 Logan Ave., John B. Osborn House
P-37-028404		Historic	2085 Logan Ave., Residence
P-37-028405		Historic	1951 National Ave., John P. Treahy Residence (demolished)
P-37-028407		Historic	1915-1917 National Ave., Franklin and Martha Davis Home (demolished)
P-37-028408		Historic	1921 National Ave., Aillaud House (demolished)
P-37-025680		Historic*	San Diego and Arizona Railroad
SDI-13073H		Historic*	Portion of historic Coronado Railroad
SDI-16690		Historic*	Glass and ceramic household artifacts
SDI-12454H	Local Register (HRB# 223) (Aztec Brewery Artwork)	Historic*	Features associated with Savage Tire Factory including brick and cement foundations, machinery mounts, fuel storage tanks, vulcanization vats, cisterns, elevator shaft and associated machinery, and rubber processing areas. Features associated with Aztec Brewing Company including concrete fermentation vat foundations, portion of bottling plant, concrete tanks, and piping.
SDI-17430		Historic*	Trash scatter
SDI-18107		Historic*	Refuse deposits
SDI-18349		Historic*	Artifact surface scatter
SDI-18588		Historic*	Cistern and seven subsurface deposits
SDI-55		Prehistoric	Refuse heap, shells (Ranchería de las Chollas)

Primary or Site Number	Listed on the Local/ State/ National Register	Type	Description
SDI-5931		Prehistoric	Flakes, flaking waste, hammerstone-pounder, blade fragment
SDI-12092		Prehistoric	Cobble hearths, shell, and charcoal, core tool, flakes
SDI-12093		Prehistoric	Temporary camp or habitation shell midden
SDI-12090		Prehistoric & Historic	Shell midden; historic glass, ceramic, metal fragments
SDI-17428		Prehistoric & Historic	Shell midden; historic trash scatter

*denotes historic sites containing deposits or subsurface features

4.0 HISTORIC CONTEXT

The Barrio Logan Community Plan Area embodies several important historic contexts, some of which are citywide and others that are unique to the plan area. A historic context may be based on chronology, geographic area, or social and cultural change. For the Barrio Logan plan area, the contexts will focus on chronology and corresponding significant historic themes. The chronology of the plan area and the identified historic themes within the American Period are shown in order below. Some of the historic themes overlap in time and some have sub-themes that are described in the text below.

Barrio Logan Community Plan Area **Chronology and Historic Themes**

- Prehistory (Pre-1769)
- Spanish Period (1769-1821)
- Mexican Period (1822-1846)
- American Period (1846-Present)
 - Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s)
 - Early Industrial Bayfront Development (1880s-1930s)
 - Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s)
 - Later Industrial and Naval Bayfront Development (1940s-1950s)
 - Chicano Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s-present)

4.1 PREHISTORY (PRE-1769)

The proximity of Barrio Logan to San Diego Bay suggests that this area was likely included in the subsistence patterns of the prehistoric inhabitants of the region with some regularity as early as the Paleo-Indian Period (8,500-6,000 BC). Patricia M. Masters' (1988) study of the San Diego Bay states that San Diego Bay took shape as late as 5,000 B.C. Her data concluded that prior to the formation of the bay, the Point Loma drainage, Chollas Creek, Sweetwater River, and Otay River all reached the open coast. These waterways and the secondary resources (flora and fauna) surrounding them would have provided a range of valuable resources throughout the prehistoric occupation of coastal San Diego, including the project area.

In general, the prehistoric record of San Diego County has been documented in many reports and studies, several of which represent the earliest scientific works concerning the recognition and interpretation of the archaeological manifestations present in this region. Geographer Malcolm Rogers initiated the recordation of sites in the area during the 1920s and 1930s, using his field notes to construct the first cultural sequences based upon artifact assemblages and stratigraphy (Rogers 1966). Subsequent scholars expanded the information gathered by Rogers and offered more academic interpretations of the prehistoric record. Moriarty (1966, 1967, 1969), Warren (1964, 1966), and True (1958, 1966) all produced seminal works that critically defined the various prehistoric cultural phenomena present in this region (Moratto 1984). Additional studies have sought to further refine these earlier works (Cárdenas

1986; Moratto 1984; Moriarty 1966, 1967; True 1970, 1980, 1986; True and Beemer 1982; True and Pankey 1985; Waugh 1986). In sharp contrast, the current trend in San Diego prehistory has also resulted in a revisionist group that rejects the established cultural historical sequence for San Diego. This revisionist group (Warren et al. 1998) has replaced the concepts of La Jolla, San Dieguito, and all of their other manifestations with an extensive, all encompassing, chronologically undifferentiated, cultural unit that ranges from the initial occupation of southern California to around 1,000 A.D (Bull 1983, 1987; Ezell 1983, 1987; Gallegos 1987, Kyle 1990, Stropes 2007). For the present study, the prehistory of the region is divided into four major periods including Early Man, Paleo-Indian, Archaic, and Late Prehistoric. At the conclusion of the Late Prehistoric period, a brief period of time correlating to the transition to the historic period is referred to as the Ethnohistoric Period. These major periods of prehistory are described below:

The Early Man Period (Prior to 8500 BC)

At the present time there has been no concrete archaeological evidence to support the occupation of San Diego County prior to 10,500 years ago. Some researchers such as Carter (1957, 1980) and Minshall (1976) have been proponents of early man occupation of the region as early 100,000 years ago. However their evidence for such claims is sparse at best and has lost much support over the years as more precise dating techniques have become available for skeletal remains thought to represent early man in San Diego. In addition, many of the “artifacts” initially identified as products of early man in the region have since been rejected as natural products of geologic activity. Some of the local proposed early man sites include the Texas Street, Buchanan Canyon and Brown sites, as well as Mission Valley (San Diego River Valley), Del Mar and La Jolla (Bada et al. 1974; Carter 1957, 1980; Minshall 1976, 1989; Moriarty and Minshall 1972; Reeves 1985; Reeves et al. 1986).

Paleo-Indian Period (8500-6000 BC)

For the region, it is generally accepted that the material remains of the Paleo-Indian Period San Dieguito Complex represents the earliest identifiable culture in the archaeological record. The San Dieguito Complex was thought to represent the remains of a group of people who occupied sites in this region between 10,500 and 8,000 years before the present (YBP), and who were related to or contemporaneous with groups in the Great Basin. As of yet, no absolute dates have been forthcoming to support the age attributed to this cultural phenomenon. The artifacts recovered from San Dieguito sites duplicate the typology attributed to the Western Pluvial Lakes Tradition (Moratto 1984; Davis et al. 1969). These artifacts generally include scrapers, choppers, large bifaces, and large projectile points, with few milling tools. Tools recovered from sites of the San Dieguito Complex, along with the general pattern of their site locations, led early researchers to believe that the San Dieguito were a wandering, hunting, and gathering society (Moriarty 1969; Rogers 1966).

The San Dieguito Complex is the least understood of the cultures that have inhabited the San Diego County region. This is due to an overall lack of stratigraphic information and/or datable materials recovered from sites identified as San Dieguito. Currently, controversy exists among researchers that centers upon the relationship of the San Dieguito and the subsequent cultural manifestation in the area, the La Jolla Complex. Firm evidence has not yet been discovered to indicate whether the San Dieguito “evolved” into the La Jolla Complex, or if the La Jolla Complex moved into the area and assimilated the San Dieguito people, or if the San Dieguito retreated from the area due to environmental or cultural pressures. Another view is that the San Dieguito merged with the Paleo-coastal tradition to produce the

Archaic La Jolla Complex. No sites attributed to the San Diego complex have been identified in Barrio Logan.

Archaic Period (6000 BC-AD 0)

Based on evidence suggesting climatic shifts and archaeologically observable changes in subsistence strategies, a new cultural pattern is believed to have spread into the San Diego region around 6000 BC. This Archaic Period is believed by archaeologists to have evolved from or replaced the San Dieguito culture resulting in a pattern referred to as the Encinitas Tradition. In San Diego, the Encinitas Tradition is believed to be represented by the coastal La Jolla Complex and its inland manifestation, the Pauma Complex. The La Jolla Complex is best recognized for its pattern of shell middens and grinding tools closely associated with marine resources, and flexed burials (Shumway et al. 1961; Smith and Moriarty 1985; Welty 1913). Increasing numbers of inland sites have been identified as dating to the Archaic Period and focused on terrestrial subsistence (Cárdenas 1986; Smith 1996; Raven-Jennings and Smith 1999; Raven-Jennings, and Smith et al. 1999).

The tool typology of the La Jolla Complex displays a wide range of sophistication in the lithic manufacturing techniques used to create the tools found at their sites. Scrapers, the dominant flaked tool type, were created either by splitting cobbles or by finely flaking quarried material. Evidence suggests that after about 8,200 YBP, milling tools begin to appear in La Jolla sites. Inland sites of the Encinitas Tradition (Pauma Complex) exhibit a reduced quantity of marine-related food refuse and contain large quantities of milling tools and food bone. The lithic tool assemblage shifts slightly to encompass the procurement and processing of terrestrial resources, suggesting seasonal migration from the coast to the inland valleys (Smith 1986). The transition from the Archaic Period to the Late Prehistoric Period is not well understood and many questions remain concerning cultural transformation between periods, possibilities of ethnic replacement, and/or a possible hiatus from the western portion of the county. At the present time, insufficient research has been conducted on the recorded prehistoric sites within Barrio Logan to confirm whether or not multi-component Archaic and Late Prehistoric occupation sites may exist in the project. Future studies incorporating radiocarbon dating would provide the necessary information to establish the prehistoric chronology for sites in the project area.

Late Prehistoric Period (AD 0-1769)

The transition into the Late Prehistoric Period in the project area is primarily represented by a marked change in archaeological patterning known as the Yuman Tradition. This tradition is primarily represented by the Cuyamaca Complex that is believed to have derived from the mountains of southern San Diego County or the lower Colorado River basin. The people of the Cuyamaca Complex are considered ancestral to the ethnohistoric Kumeyaay (Diegueño). Although several archaeologists consider the local Native American tribes to be relatively latecomers, the traditional stories and histories passed down through oral tradition by the local Native American groups both presently and ethnographically speak to their presence here since the creation of all things.

The Kumeyaay Indians were seasonal hunting and gathering people, with cultural elements that were very distinct from the La Jolla Complex. The noted variations in Kumeyaay material culture include cremations, the use of bows and arrows, and adaptation to the use of the acorn as a main food staple (Moratto 1984). Along the coast, the Kumeyaay made use of marine resources by fishing and collecting shellfish for food. Plant food resources (including acorns) that were seasonally available and game were

sources of nourishment for the Kumeyaay. By far the most important food resource for these people was the acorn. The acorn represented a storable surplus, which in turn allowed for seasonal sedentism and its attendant expansion of social phenomena.

Firm evidence has not been recovered to indicate whether the La Jolla Complex was present when the Kumeyaay Indians migrated into the coastal zone. However, stratigraphic information recovered from Site SDI-4609 in Sorrento Valley may suggest a hiatus of 650 ± 100 years between the occupation of the coastal area by the La Jolla Complex ($1,730 \pm 75$ YBP is the youngest date for the La Jolla Complex at SDI-4609) and Late Prehistoric cultures (Smith and Moriarty 1983). More recently a reevaluation of two prone burials at the Spindrift site excavated by Moriarty (1965) and radiocarbon dates of a pre-ceramic phase of Yuman occupation near the San Diego suburb of Santee suggests a commingling of the latest La Jolla survivors and the earliest Yuman arrivals about 2,000 years ago (Kyle and Gallegos 1993). As noted previously, the potential of the sites with multi-component elements, in this case during the transitional period between the Archaic and Late Prehistoric periods, is unknown because insufficient use of radiocarbon dating has not identified any sites that were occupied during the transitional period.

Ethnohistoric Period

On his arrival in 1769, Father Francisco Palou observed an active Kumeyaay Indian settlement on the bayside, known as Ranchería de Choyas, at the mouth of Chollas Creek that had existed for hundreds, perhaps thousands of years (Palou 1926, Figure 2). The first formal marine chart of San Diego Bay, produced by Juan Patoja in 1782, identified the Ranchería de Chollas, which coincides with the “Indian Point” place name on current topographic quadrangles. During this time of the first European colonization and for a period of time thereafter, Native American people used resources of the bay and adjacent wetland areas (Gallegos and Kyle 1988). According to Mission records, the ranchería existed as a permanent settlement until as late as the mid-1820s and is shown on a map of the area in 1825 (Palou 1926, Figure 2). In the early 20th century, H. O. Welty, employed by Robert F. Heizer to explore the coastal zone of San Diego for the presence of archaeological sites, identified a shell midden that was associated with the Native American use of the area he designated location number 55 (Site SDI-55; Welty 1913).

The marshy tideland on the bay was left to the Native Americans who used the area intermittently as late as the 1880s or 1890s (Tabler 1978, **Plate 1**). Early urban development of the area precluded any accurate assessment of prehistoric human use of this part of San Diego, but recent studies around the bay present a glimpse of what the settlement pattern might have been (Carrico 1991; Smith 1993). The studies of the Naval facilities on Point Loma and in the back bay areas in Chula Vista have documented patterns of prehistoric occupation. The trend of subsistence patterns seems to indicate that more Late Prehistoric sites are present in the back bay areas near the confluence of the bay and the Sweetwater, Otay, and Tijuana Rivers (Smith 1993), while the Archaic sites seem more focused on the deep water areas of the bay adjacent to Point Loma (Carrico 1991). Insufficient information is currently available to discern how sites within Barrio Logan fit within the Archaic and /or Late Prehistoric subsistence patterns.



Plate 1. An Indian *ranchería* from 1879 located near present-day Logan Avenue and 22nd Street, on the northeast side of Interstate 5 (Bradley 2009).

4.2 SPANISH PERIOD (1769-1821)

Spanish colonization of San Diego began in 1769, when a Spanish expedition of soldiers and missionaries established a presidio (fort) and the Mission San Diego de Alcalá in the area near present-day Old Town. The first chapel and shelters were built of wooden stakes and brush, with roofs of tule reeds. The mission was moved to its present location six miles up the San Diego River valley (modern Mission Valley) in August 1774. The first chapel at that location was built of willow poles, logs, and tule. After it was burnt down in the Kumeyaay uprising of November 5, 1775, the first adobe chapel was completed in October 1776 and construction on the present church began in 1777 (City of San Diego 2008b).

Life for the new settlers at the San Diego Presidio was isolated and difficult. The arid desert climate and bad feelings between the Native American population and the soldiers made life hard for the Spanish settlers. The settlers raised cattle and sheep, gathered fish and seafood and did some subsistence farming in the San Diego River Valley to generate enough food to sustain the fledgling community of a few hundred Spaniards and hundreds of Native American neophytes (City of San Diego 2008b).

The focus of the Spanish foothold in San Diego throughout the period of Spanish occupation was the presidio and the mission north of the plan area along the San Diego River in current day Mission Valley. The bayside to the south, where downtown San Diego and Barrio Logan are located, was characterized by shallow mud flats that were of little importance to the European colonizers. No extant historical resources from this period are expected to be located within Barrio Logan.

4.3 MEXICAN PERIOD (1822-1846)

In 1822, Mexico declared its independence from Spanish rule, and San Diego became part of the Mexican Republic. The Mexican government opened California to foreign ships, and a healthy trade soon developed off the region's fine California cattle hides in exchange for the manufactured goods of Europe and the eastern United States (**Figure 2**). As the hide trade grew, so did the need for more grazing lands. The Mexican government began issuing private land grants in the early 1820s, creating the rancho system

of large agricultural estates. Much of the land came from the Spanish missions, which the Mexican government secularized in 1833 (City of San Diego 2008b).

During the Mexican Period, the presidio declined as the civilian pueblo rose in importance. Sometime after 1800, soldiers from the San Diego presidio began to move themselves and their families from the presidio buildings to the tableland down the hill near the San Diego River. Historian William Smythe noted that Don Blas Aguilar, who was born in 1811, remembered at least 15 such grants below Presidio Hill by 1821 (Smythe 1908:99). Of these 15 grants, only five within the boundaries of what would become Old Town had houses in 1821. By 1827, as many as 30 homes existed around the central plaza and in 1835, Mexico granted San Diego official pueblo (town) status. At this time the town had a population of nearly 500 residents (Killea 1966:9-35). Adobe bricks were the primary building material during the Mexican Period because wood was scarce and dirt and labor were plentiful (City of San Diego 2008b). No extant historical resources from this period are expected to be discovered in Barrio Logan.

1850 were focused more on the gold fields in the Sierra Nevada and better opportunities for enterprise in San Francisco and Los Angeles. The state of the city's condition is reflected in its census data following the Mexican-American War. The census data serves as a measure of the environment for growth or improvement of conditions, or lack thereof at the time. In 1846, a census was taken that recorded 248 Whites, 483 Converted Indians, 1,550 "Wild" Indians, 3 Negroes, and 3 Sandwich Islanders (Harris 1974:2). By the 1860 census San Diego's population was reduced to 731 individuals and by 1865, at the end of the Civil War, only about 200 people remained in San Diego (Harris 1974:2).

With the advent of American control, interest grew in the use of the bay and the need for a commercial wharf. In 1850, William Heath Davis purchased the land situated near the original Spanish landing point in the bay known as "*La Punta de los Muertos*." Davis began the construction of a deep water wharf and imported prefabricated houses for some lots to spur land sales for New Town San Diego. Unfortunately Davis' enterprise failed, due in part to economic difficulties of the early 1850s (Rolle 1968). By 1856, only eight structures remained standing in New Town. During the winter of 1861-62, the United States Army contingent in San Diego actually dismantled parts of Davis' Wharf and some abandoned structures for firewood during the unusually cold and damp winter that year.

The development of New Town was stymied until 1867, when Alonzo Horton acquired 800 acres of present-day downtown. Horton laid out streets, subdivided lots, and offered land for sale in the area he termed "New Town San Diego" (MacMullen 1969). Horton's money and enthusiasm was bolstered by an upswing in the economy of California, and by 1870, 2,300 people lived in New Town San Diego. Even before the Boom of the 1880s, New Town already supported 800 buildings, a flourmill, warehouses, six hotels, two breweries, a shoe factory, a bank, and two newspapers (Harris 1974:3). Before the end of the 1880s, three major wharves were in operation, including Culverwell Wharf, Babcock and Story Wharf, and the Spreckels Wharf (MacMullen 1969). The success of New Town led to an overall increase in population and spurred the pursuit of a railroad terminus (Tabler 1978).

4.4.1 Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s)

As the development of New Town gained momentum, signs of prosperity were on the horizon throughout the City. City leaders anticipated that in addition to a major wharf, rail transportation would be necessary for the City to continue to grow. Land to the south, known then as the East End (**Figure 3**) and encompassing the area of present-day Barrio Logan and Logan Heights, was seen as the ideal location for a west coast transcontinental railroad terminus. The city leaders set aside large portion of the East End for that purpose (Norris 1983, **Figure 4**). At the time, the East End was only a sparsely vegetated series of hills sloping gently to the marshy tidelands of the bay. The city first gave the land to the San Diego and Gila Railroad in the 1860s, but when the company failed, the city gave the land to the Texas and Pacific Railroad in 1872 (Norris 1983). That company also failed and the land reverted to the city in both cases (Norris 1983). The promise of dedicated railroad land and a deep water port failed to induce a railroad company to locate its terminus in San Diego. Instead, the first transcontinental railroad to reach southern California bypassed San Diego for Los Angeles in 1876 (Harris 1974).

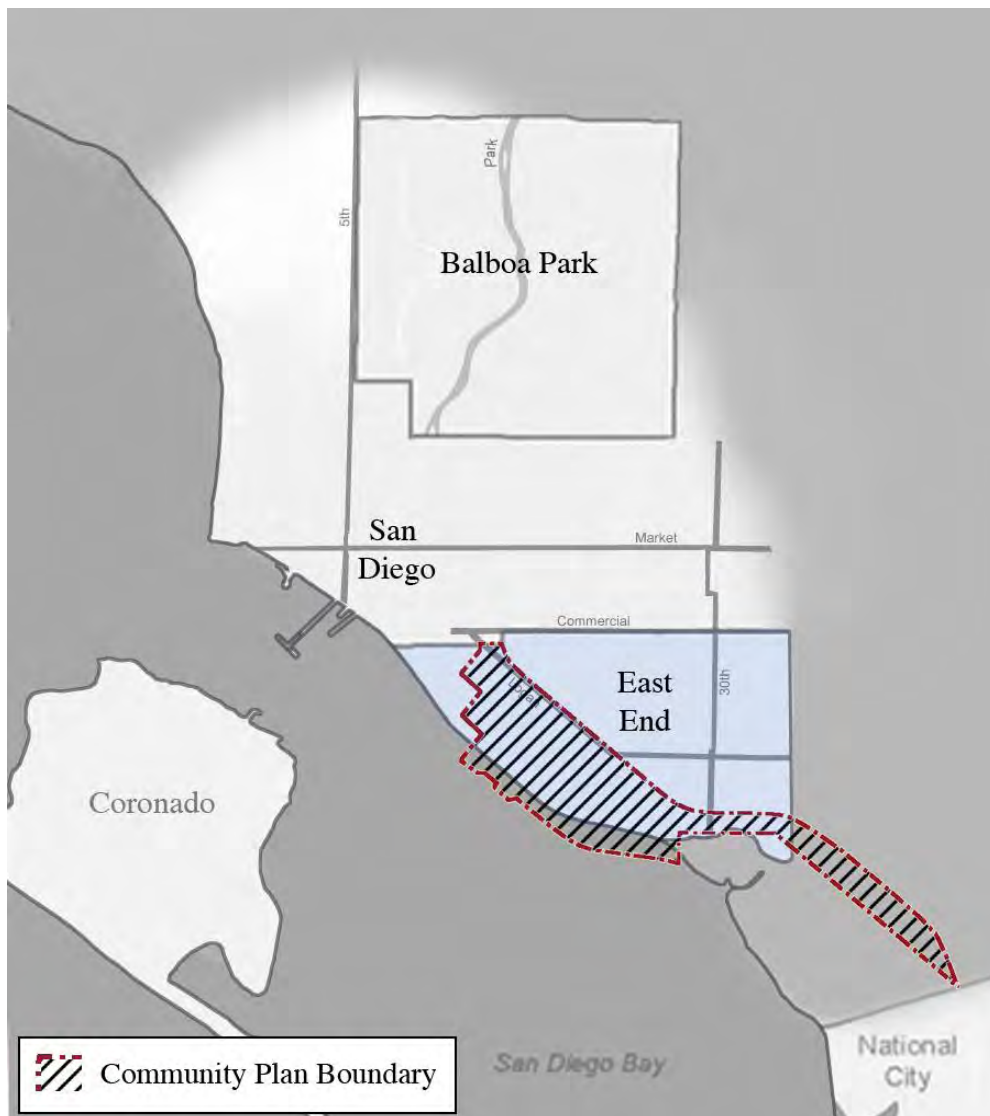


Figure 3. Approximate boundaries of the East End from the 1870s to circa 1905 (Norris 1983, Brandes 1983)

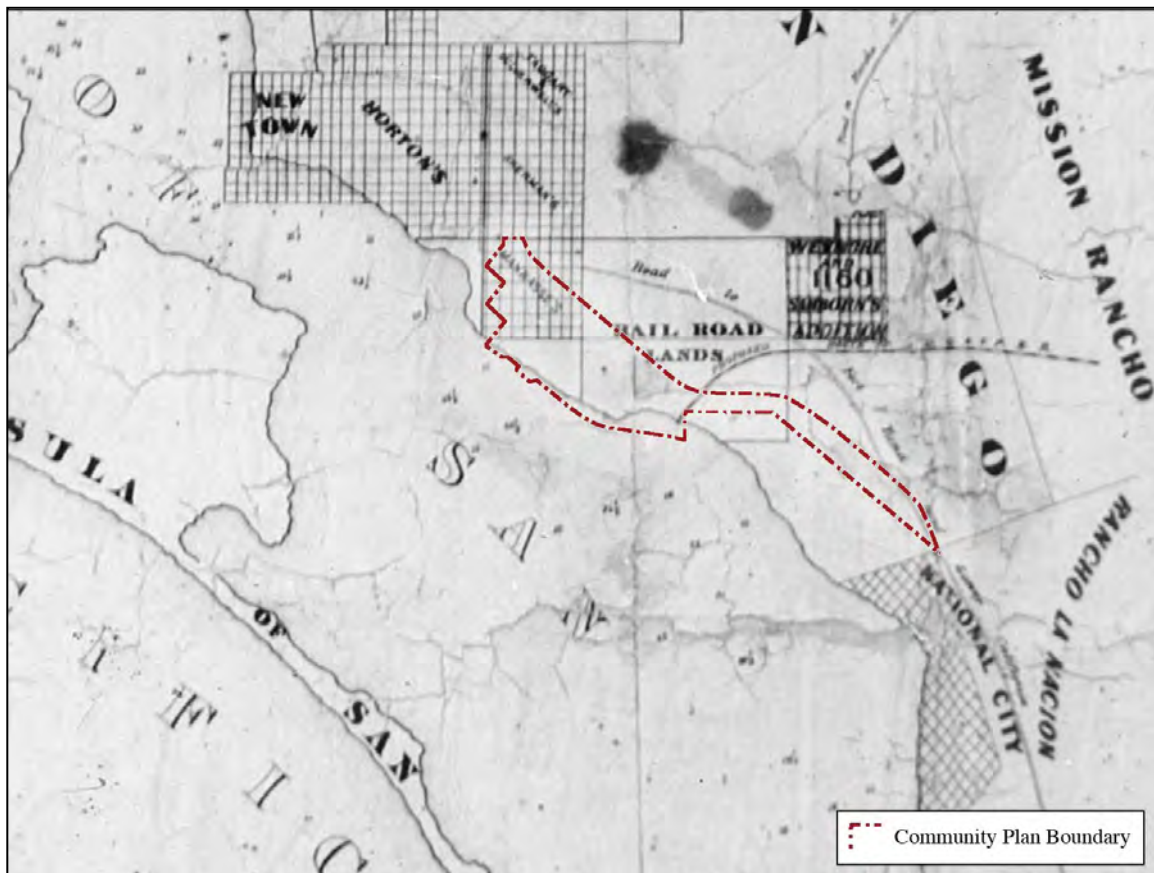


Figure 4. Map of Railroad Lands, ca. 1870. The “Rail Road Lands” marked to the southeast of Horton’s New Town was the portion of land the City leaders set aside to induce a railroad company to build a west coast terminus in San Diego.

Though early efforts to attract a railroad failed, real estate speculation continued in San Diego. Joseph Manasse and Marcus Schiller filed the first subdivision in the plan area in 1870, directly south of Horton’s Addition and north of the railroad land (**Figure 5**). Manasse and Schiller organized the streets diagonally to those in Horton’s Addition, so as to take advantage of the view of the bay (Tabler 1978, **Appendix B**). Three years later, Dr. C. Hoel recorded a subdivision (Hoel’s Subdivision) just north of National City (on the eastern end of the plan area), opening up another portion of the area for development (**Appendix B**). These subdivisions were the foundation for the development of Logan Heights and Barrio Logan.

The 1880s were a period of substantial growth, construction booms, and real estate speculation in San Diego. During this period, city crews paved streets, gas and electricity were introduced, street car tracks were laid down and water mains were constructed. The boom times spread into the plan area as well, with the construction of the California Southern Railroad between San Diego and National City (Brandes 1983). Although San Diego still did not have a direct link to an east coast line, Frank Kimball of National City negotiated with the Santa Fe Railroad in 1880 to bring a line into San Diego by way of San Bernardino (Harris 1974).

In the boom years between 1886 and 1888, most of the land within the plan area was organized into subdivisions, as outlined below. The configuration of the subdivisions as these relate to plan area is illustrated in **Figure 5**.

- In 1886, the San Diego Land and Town Company, a subsidiary of the Santa Fe Railroad, purchased vacant railroad land in the plan area and subdivided it. The streets within the San Diego Land and Town Company subdivision were laid diagonally to meet those in the Manasse and Schiller subdivision to the west.
- Also in 1886, D.C. Reed and O.S. Hubbell subdivided the land south of the Land and Town Company's Addition in a north/south-east/west configuration, creating the street connections now present in the neighborhood.
- H. P. Whitney's Addition was subdivided in 1886.
- San Diego Land and Town Company subdivided "South Chollas" in 1887.
- James H. Guion subdivided a portion of Barrio Logan in 1887.
- The final subdivision in Barrio Logan was made by E.E. Bergins in 1888.

The main thoroughfare through the San Diego Land and Town Company 1886 addition, Logan Avenue, was named after U.S. Congressman at Large John A. Logan. He never lived in San Diego (he was from Illinois) yet early in the development of the East End, Logan successfully arranged passage of a railroad bill (Texas and Pacific bill in 1871) to provide Federal government land grants and subsidies to the Texas and Pacific Railway for the establishment of a west coast terminus in San Diego. The railway company failed, however, and the terminus was never constructed using the funds Logan had secured. When the San Diego Land and Town Company laid out their subdivision in 1886, they recognized Logan's failed attempts by naming the main road in his honor (Brandes 1983, Norris 1983, Crane 1972).

While investors and speculators moved forward with the creation of subdivisions during the boom years of the 1880s, the actual progression of settlement in the plan area proceeded slowly. By the end of 1887, only twelve houses and a school were under construction in the entire East End (Norris 1983). Almost all settlement occurred in the Mannasse and Schiller subdivision due to its proximity to downtown. A single church was built in the Land and Town subdivision in 1888, which was paid for by the subdivider (perhaps to encourage nearby settlement) (Norris 1983). In addition to the formal settlements, a "squatter town" of shacks and stilt houses occupied the tidelands along the water's edge in the 1880s (Norris 1983).

Improvements in the local transportation system encouraged development in the plan area. Transportation allowed residents to live comfortably in the East End but still have easy and inexpensive access to the commercial center of downtown. In 1887, the National City and Otay Railway began local steam service along 28th Street (later rerouted to Newton Avenue) (Norris 1983). In 1891, a horse and mule drawn rail car line was extended into the plan area along National Avenue that provided service from downtown to 16th Street (16th and Logan) then east on National Avenue to 31st Street (Norris 1983; Tabler 1978). The line was replaced in 1892 by San Diego Electric Railway Company cars (**Plate 2**).

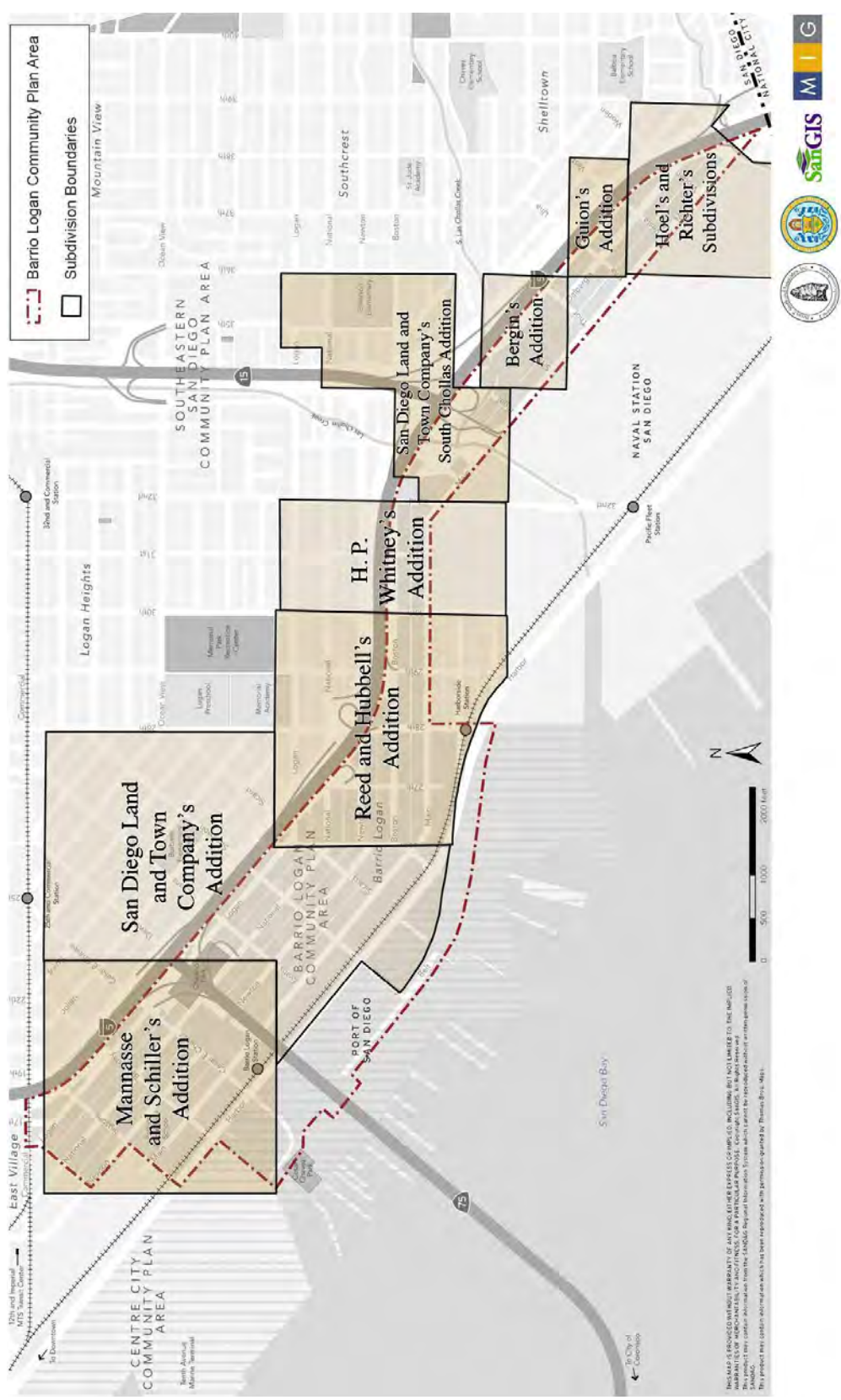


Figure 5. Historical subdivision boundaries within the Barrio Logan Community Plan Area



Figure 6. Approximate boundaries of Logan Heights from circa 1905 to 1963 (Norris 1983, Brandes 1983)



Plate 2. San Diego Electric Railway Car, ca. 1898, Logan and National Avenue route.
Courtesy of SDHS (#92:18836)

The boom of the 1880s crashed almost as quickly as it has started. Speculators who had gambled on the arrival of the west coast railroad terminus and the major commerce that would accompany it were foiled by the Santa Fe Railroad's choice to place its terminus in San Bernardino instead of San Diego (Norris 1983). The population of the city tumbled from 40,000 in 1887 to 16,000 by 1890. Despite the collapse of the real estate boom in 1888, the East End continued to grow, albeit slowly, because of its proximity to downtown, access to the bay, local railway line, and the railroad.

Residents of the East End included some of San Diego's most prominent families, but many middle and lower-income families also settled in this neighborhood (Norris 1983). The ethnic composition at the turn of the century was mostly European American and European immigrants, though Mexican Americans and immigrants, African Americans, and Asian immigrants were scattered throughout the area (Norris 1983).

By 1905, the East End was known as Logan Heights, after the main thoroughfare through the area, Logan Avenue (**Figure 6**). It is unclear if this signified an official city name change (Brandes 1983, Norris 1983, Crane 1972).

At the start of the 20th century, Logan Heights was primarily residential and the configuration of streets was complete (**Figure 7**). Improvements to Logan Heights at this time included buried water lines and fire hydrants. Sanborn Fire Insurance Maps published in 1906 illustrate residential development within the plan area, including 248 residences, six flats (apartment buildings), nine stores, a Chinese laundry, three warehouses, and several buildings marked as "hay and grain storage." The area southwest of the Southern California Railroad tracks was tideland and the area around the mouth of Chollas Creek at the bay was an estuary, both locations were unsuitable for permanent structures. Due to lack of development, the future residential areas south of Main and east of 30th Street were not included in the 1906 Sanborn maps.



Figure 7. USGS San Diego Quadrangle, 1902. The small black squares define buildings present in 1902. Note the Southern California Railroad tracks running along the bay and the lack of development east of Chollas Creek.

Homes in the plan area at the turn of the century were nearly all single-family residences, one per lot, most with outhouses and a stable. Logan Avenue between South 16th Street and 26th Street and National Avenue from South 16th Street to 27th Street contained the highest density. A smaller number of homes were present on Newton Avenue, Main Street, and Boston Avenue. Popular residential architectural styles during this period included Craftsman, Folk Victorian, and Colonial Revival. The prominent San Diego architectural firm of Hebbard and Gill, designed two Barrio Logan residences on Logan Avenue, both completed in 1897 **(Plate 3)**.



Plate 3. Residences designed by architects Hebbard and Gill in 1897. 2073-77 Logan Avenue (left) and 2085 Logan Avenue (right).

By 1906, an emerging commercial district appeared on Logan Avenue between Beardsley and Sampson Streets **(Figure 8)**. Logan Avenue contained six businesses including a drug store, a meat and produce shop, two offices, a grocery, a hay and grain store, and two warehouses. The San Diego Soda Works, the single industrial building shown on the 1906 map, was on the north side of Logan between Beardsley and Cesar Chavez. One street to the east, on National Avenue between Beardsley and Cesar Chavez, was a Chinese Laundry, and on Sigsbee and Newton, a hay and grain warehouse stood at the corner. Commercial buildings were built in a variety of architectural styles including False-Front Commercial and Folk Victorian. Some of the business structures were mixed-use, with residential units above the retail store fronts **(Plate 4)**.



Plate 4. Early 20th century examples of a multiple-family dwellings (1831-1833 National Avenue, built 1903) and a commercial storefront (2215 Logan Avenue, built 1907) in the plan area.

With the onset of residential construction and the germination of a business core area in the early 1900s, the community began to develop social venues as well. Logan Heights, including Barrio Logan and Logan Heights, had a rural character at the turn of the century, yet there were many opportunities for social activities. Residents waded, swam, dug for clams, and sailed at the 28th Street Pier; hunted rabbits; and attended the traveling circuses in the lot neighboring the Benson Lumber Company (Norris 1983). The earliest intercity baseball park, Bay View Park (at the intersection of Beardsley Street and National Avenue), offered hours of amusement for children and adults alike from the early 1890s to the turn of the century (Norris 1983). The park also operated as a bicycle track. A new ballpark, Athletic Park, was built in 1900 at South 26th and Main Streets. City teams played there until 1912 (Norris 1983). The Armory Hall (National Avenue (between 29th and 30th Streets) was used for dances, charades, and concerts through the first decade of the 20th century (Norris 1983).

No schools, churches, or civic buildings were located within the plan area boundaries at the turn of the century, although these did exist within Logan Heights northeast of Logan Avenue. The Baptist Mission (north side of Newton Avenue between South 29th and 30th Streets), the Second Congregational Church (corner of Sampson and Kearney Avenues), the Central Methodist Episcopal Church (southwest corner of Sampson and Harrison Avenues), and an unnamed church (northeast side of Kearney Avenue between Evans and Sampson) all served the community. The Logan Heights Public School (also known as the East School) was located at Marcey and Sicard Streets.

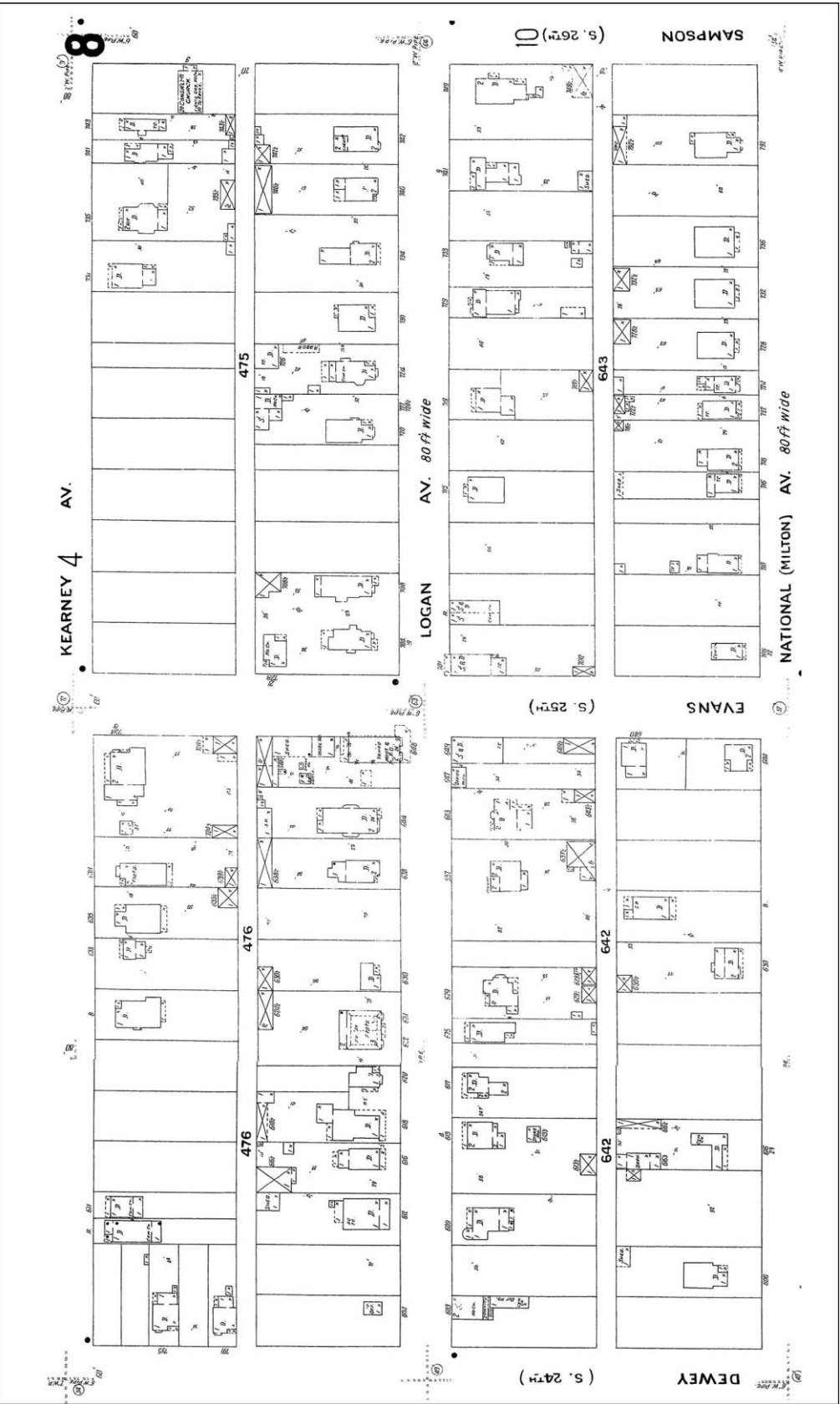


Figure 8. 1906 Sanborn Fire Insurance Map of the most concentrated portion of the commercial district on Logan Avenue between Dewey and Sampson. "S" indicates "store" and "D" identifies a "dwelling."

The city's decision in 1909 to host the 1915 Panama-California Exposition spurred growth throughout the city, including Logan Heights and the plan area. The 1921 Sanborn Fire Insurance Maps illustrate that the plan area had changed during this period from a sparsely settled neighborhood, as it had been at the turn of the century, to a high density urban neighborhood. Development spanned from South 16th Street and Logan Avenue southwest to Main Avenue and southeast to 32nd Street. A booming industrial district was also established along the bayfront that is discussed in more detail in the following section.

Residential development included single-family and multiple-family dwellings. Homes continued to be built in a variety of architectural styles including Folk Victorian and Colonial Revival, though by 1921, the Craftsman Bungalow had become the dominant style. Many of the outhouses on the rear of properties had disappeared, and were replaced by auto garages, demonstrating expanding automobile ownership and the presence of sewer service.

During this period of the Exposition and World War I, a variety of multiple-family dwellings were built, including the first bungalow court in the plan area (2245-2249 Logan Avenue, **Figure 9**), numerous duplexes, and worker's housing for the employees of the bayfront industries. Worker's housing took the shape of workman cottages (1026-1114 Beardsley, 1703-1729 Main Street, and 1007-1045 South Evans Street) and dormitory style lodging on the wharfs (**Figure 11**). This evolution in the residential housing pattern in the plan area appears to reflect the increase in workers employed in industrial businesses along the bay.

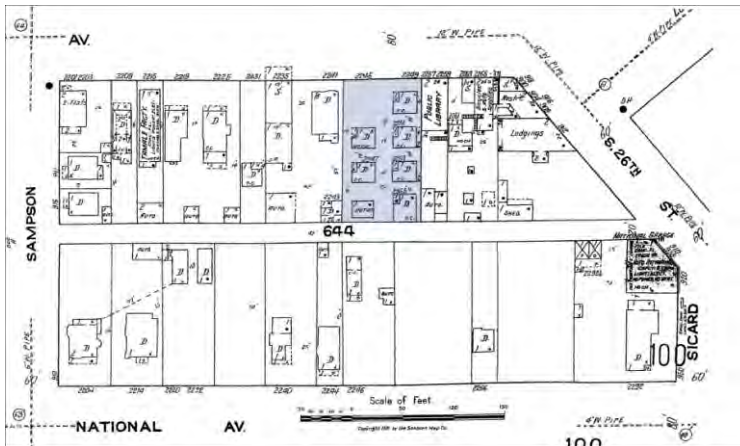


Figure 9. 1921 Sanborn Fire Insurance Map with bungalow court at 2245-2249 Logan Avenue (highlighted).

By 1921, the commercial district, then concentrated on Logan Avenue between Dewey and South 26th Streets, had diversified to meet the demands of the growing community (**Figure 10**). Commercial businesses in 1921 included grocers, confectioners, drug stores, a baker, a tamale factory (2215 Logan Avenue), the Saratoga Chip Factory (1846 Logan Avenue), and hardware suppliers. The increasing popularity of the automobile is evident in the presence of various auto-related businesses including a full-service gas station (910-938 South 26th Street), two auto repair shops (1845 Logan Avenue and 1628 National Avenue), a bicycle and auto parts shop (2266 Logan Avenue), and an auto painting shop (834 South Evans Street). Some of the new commercial buildings were mixed use, with residential units above, but most were one-story retail storefronts in National Folk or Mission Revival architectural styles.

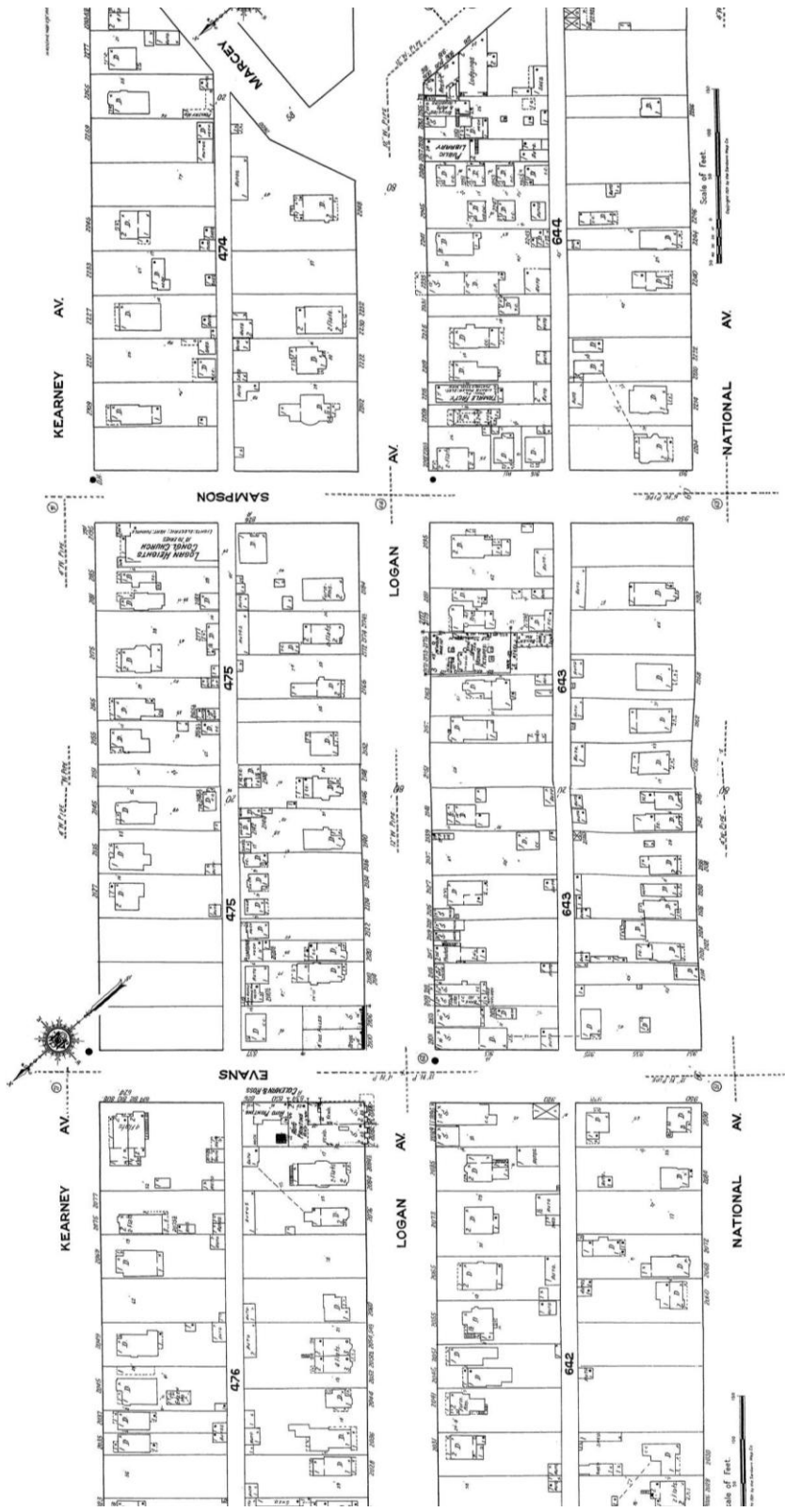


Figure 10. 1921 Sanborn Fire Insurance Map of the most concentrated portion of the commercial district from Logan Avenue between Dewey and South 26th Streets. “S” indicates “store” and “D” identifies a “dwelling.”



Plate 5. An example of a mixed-use building, containing a store below and residential units above (940-950 S. 26th Street), built 1911.

By 1921, there were a number of new social services in the community including a public library (2257-2259 Logan Avenue), a second fire station (Fire Department Engine Company Number 7 at 1890 National Avenue), another school (the San Diego Free Industrial School at 1801-1809 National Avenue), and a home for the elderly (The Hebron Home for Aged People at 1819-1826 Newton Avenue). Residents also had eight nearby churches to attend, although none within the plan area. For entertainment, a picture house showed films at 2171-2175 Logan Avenue (within the plan area). Diners could enjoy a meal at the restaurant located at 904 South 26th Street (within the plan area).

A small number of industrial facilities were established by 1921 within the portion of the plan area to the east of the railroad tracks. They included the G. Navarro Olive Works (1756-1758 Newton Avenue), a concrete block factory (1900 Logan Avenue), a Coca-Cola Bottling Works (1772 Main Avenue), and the Munger Laundry Company (933 South 16th Street). These businesses were the precursor of industrial facilities that would move into the area in the first half of the 20th century.

4.4.2 Early Industrial Bayfront Development (1880s-1930s)

In the late 1880s and early 1900s, commercial and industrial development in the plan area was generally focused along the railroad right-of-way with neighborhood businesses serving the residential communities. However, in 1911, the City was awarded the tidelands from state control. After obtaining control of the tidelands the City initiated the construction of a pierhead line around the bay and the dredging of bay sediments to fill in the former tidelands behind the pierhead to create new useable land. The combination of a pierhead line and dredging of the bay provided additional opportunities for transportation, created new commercial land, and enticed bay-related development. While residential and neighborhood related businesses continued to expand in the plan area during the first part of the 20th century, the development of the waterfront for commercial and industrial uses exploded in the period between 1880 and 1930.

Pre-1910

The bayfront within the Barrio Logan plan area provided an ideal location for industrial development due to its proximity to downtown San Diego and its railway connections. An 1889 map of the shoreline shows all of the land to the west of Harbor Drive as railroad depot grounds (Map of the Water Front of San Diego on San Diego Bay 1889). H.P. Whitney built a wharf at the base of 28th Street in the late 1880s (Whitney's Wharf or the 28th Street Pier) (Tabler 1978). The San Diego Land and Town Company had a large wharf that could berth several ships in the late 1880s, which extended into the bay from the bases of Sampson and Sicard Streets.

By the turn of the century, several industrial companies had been established along the Barrio Logan bayfront. The Benson Lumber Company operated along the bay between Cesar Chavez and Sigsbee. Nearby, Dobler's Brewery (later San Diego Brewery), San Diego's first locally brewed beer, and the associated Brewery Hotel operated at the foot of 32nd Street (now within the bounds of the Naval Training Base). The Standard Oil Company also established a location in the plan area at this time. Other industrial business located on the plan area bayside in 1906 included Campbell Brothers Machine Shop and the California Iron Works (Tabler 1978).

The bayfront associated with the plan area benefited from three key developments in the first decade of the 20th century. In 1907, near the foot of 28th Street the San Diego and Arizona Railway broke ground for their line to Imperial Valley. The new rail line was not completed for twelve years, but it served as an impetus to continued industrial growth (Tabler 1978). Second, in 1908, landscape architect John Nolen designed a plan for the City in which he called for the "development of commercial facilities, wharves, docks, and piers South of E Street, extending farther and farther as business demands" (Nolen 1908). Though Nolen's plan was not adopted, the City followed his plan closely for industry along the bayfront east of downtown. Third, the City acquired use of the bayfront land from the state in 1911 and subsequently constructed the pierhead that transformed the useless tidelands along the bayfront to prime commercial property.

Post 1910

The commercial fishing industry had a significant presence in the plan area following the construction of the pierhead. The growth of the fishing industry in the early 1900s attracted Japanese immigrants. Many Japanese had migrated to San Diego between 1885 and 1887 to work on the railroads. Some who stayed eventually became successful businessmen and farmers over the following twenty years and some were

involved in small-scale commercial fishing (Estes 1982). The wealth of experience and knowledge about fishing and canneries represented by the Japanese immigrants was applied to the demand for fish products. Japanese involvement in the San Diego's abalone fishing industry began in earnest around 1908 when San Diego resident Kikuchi Jioichi began to catch abalone off the coast of Baja with his small crew (Estes 1978). The same year, Kondo Masaharu, who had trained at the Imperial Fisheries Institute in Tokyo in fisheries and oceanography, traveled from Japan to Mexico to invest in Baja's abalone industry (Estes 1977). Japanese fishermen began to arrive in large numbers to San Diego during the 1910s to work on the Baja abalone crews (Estes 1978).

The abalone industry grew until 1918, at which time it was estimated that fifty percent of San Diego's fishing crews were Japanese. Most of the crews were based out of Logan Heights. The fishermen would work during the season from March until November and would return to San Diego to live in the fishery warehouses or stay in Baja during the rest of the year. Housing for Japanese workers was located on present-day Cesar Chavez Boulevard and on the wharfs of the Lower California Fisheries Co. Tuna and the International Packing Corporation (1921 Sanborn Map, **Figure 11**). Many of the wives of the Japanese fishermen, most of whom were also first-generation immigrants, worked in the canneries and drying operations (Estes 1978).

In addition to the expanding abalone industry, San Diego experienced a tuna and sardine fishing boom after 1910. Initially, this commercial fishing industry was developed by Japanese fishermen who caught tuna off of Baja California, where the fish was dried and subsequently shipped to warehouses in San Diego and exported to Asia (Estes 1977). Once canning technology advanced to the point of commercial use, the fishing community adapted to this process and product was returned to San Diego for canning and export (**Plate 6**). By 1919, ten canneries were operating in San Diego, most of which were situated in the reclaimed tidelands area within the plan area. Japanese immigrants primarily operated the tuna fleets and canneries (Tabler 1978).



Plate 6. Normandie Sea Food drying and frying, no date.
Courtesy of SDHS (#20259-11).

Beginning in 1919 a series of anti-Japanese bills were introduced to the California legislature that had a negative affect on Japanese involvement in the fishing industry. The legislation called for citizenship qualification in order for a person to receive a commercial fishing license. Citizenship for the Japanese was not possible at the time because the United States immigration law stated that Japanese were not eligible for naturalization. All the legislation introduced to reduce Japanese fishing interests failed until 1933, when the legislature amended Section 990 of the State Fish and Game Code to require all non-citizen applicants for a commercial fishing license prove they have resided in the United States for a year prior to the application. The amendment also required all those involved in the fishing business to hold a commercial fishing license. Because so many of the fishing fleets spent significant time out of the United States, fishing and living along Baja during the season, many Japanese were immediately disqualified. The amendment was appealed in 1935 though it severely handicapped the involvement of the Japanese in the tuna fishery because of the continued attempts to control foreign fishing companies.

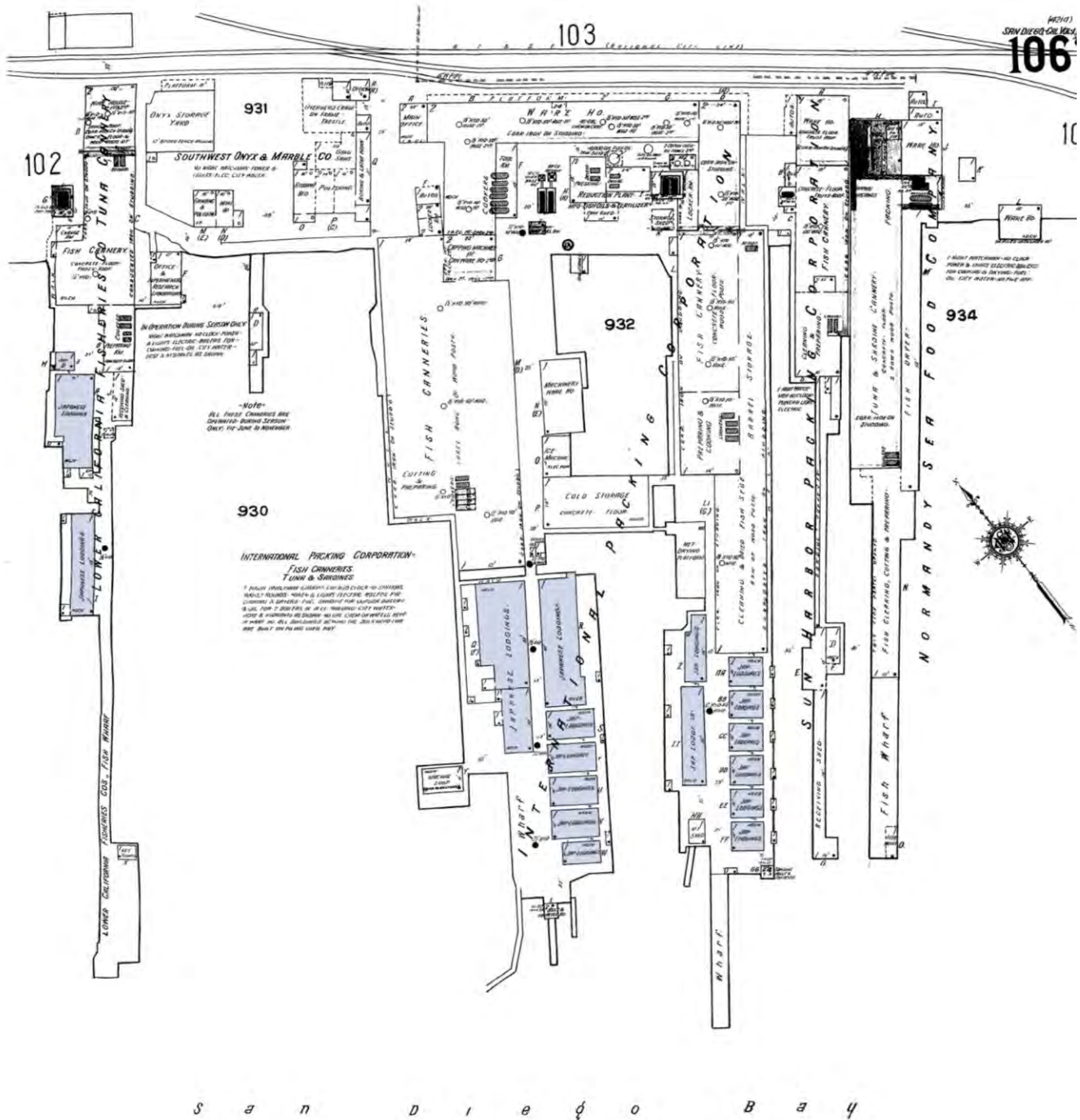


Figure 11. The 1921 Sanborn Fire Insurance Map illustrating the fish cannery wharfs on the Barrio Logan bayfront. The cannery wharfs stretched from approximately Beardsley to Dewey. Many activities took place on the wharfs from unloading and storage to packing and shipping. They even contained residences. The housing for the Japanese employees, who represented a large part of the tuna fishery workers, is highlighted.

In 1926, John Nolen published his second city plan for San Diego: *A Comprehensive Plan for San Diego, California*. Nolen recommended that the bay area of Logan Heights (in and around the plan area) be developed as the future industrial and commercial outlet of San Diego, with “railroad belt line facilities and connections to adequate piers for shipping” (Nolen 1926). Nolen also recommended recreational facilities, and he set aside Whitney’s 28th Street pier for recreation such as swimming and boating. Harbor Drive was to be a wide avenue lined with trees and landscaped. Nolen’s 1926 plan was officially adopted by the city though the recreation and “beauty” elements of the plan were not completed in the plan area over the subsequent decades. In the period between the adoption of the Nolen Plan and the 1960s, most waterfront development in the city was directed to Barrio Logan’s bayfront as Nolen had planned.

Along with the fishing industry, beginning in the 1920s, prominent businesses along the bay in the plan area included the Benson Lumber Company (west of Harbor Drive roughly between South 16th and Beardsley Streets) (**Plates 7 and 8**). Benson Lumber Company maintained a sawmill, planing mill, and lumberyards, as well as its own company wharf to catch the lumber that had been cut in northern California and then floated down the California coast. Southeast of the Benson Lumber Company was the Standard Oil Works, with its large fuel tanks, machinery shops, and oil loading dock, the Bolivar Packing Company (corner of Harbor and Beardsley), as well as the Chas. R. McCormick Lumber Company (between Cesar Chavez and Sampson) with its planing mill, sash and door factory, and lumber yards, and the San Diego Marine Construction Company (on a wharf at the end of Sampson). To the northwest of Benson Lumber Company, fish canneries and wharfs were located on the bayside of Harbor, between Beardsley and Dewey. In 1921, fishing businesses operated from this location, including West Coast Crab & Lobster Company, Southern Reduction Company, Lower California Fisheries Company Tuna Cannery, the International Packing Corporation Fish Canneries, the Sun Harbor Packing Corporation, and the Normandy Sea Food Company. Tucked in between the canneries was the Southwest Onyx and Marble Company. The Standard Oil Company of California was located on the bay between Sicard and Schley (**Figure 12**).



Plate 7. Aerial Photograph of plan area, 1928. In 1928, the bayfront was an active place, with many wharves and industries. The Navy Destroyer Base is visible in the center bottom of the photograph (now the Naval Station San Diego). San Diego was the Navy's home base for the Pacific Fleet.

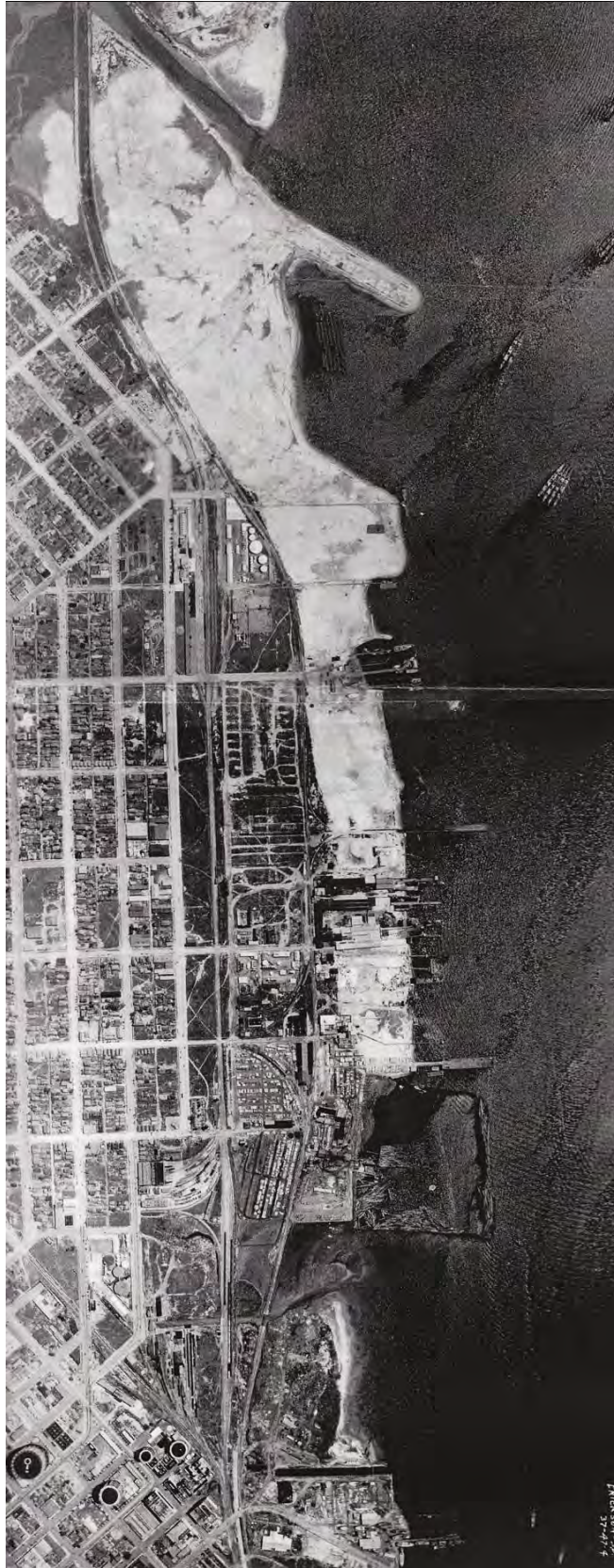


Plate 8. Aerial photograph of plan area bayfront, Mar. 28, 1937. The Benson Lumber Company wharf and the square-shaped restraint to its left were for holding the lumber that was floated down from the lumber camps in the northwest (left center). The fish cannery wharfs are visible near the center of the photograph. The light colored land along the bay is reclaimed tideland. *Courtesy of SDHS.*



Figure 12. USGS San Diego Quadrangle, 1930.

Note the density of development near the Chollas Creek drainage (undeveloped in the 1902 USGS map) and the concentration of buildings on the northern end of the bayfront representing the lumberyards, canneries, and other bayfront industries.

4.4.3 Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s)

The 1920s to the 1950s was a period of significant change in Logan Heights, both in the ethnic composition of its residents and in the increase of residential and commercial growth. Several factors, both local and international, affected the commercial and residential composition of the plan area over the span of these decades. In the 30 years that transpired between 1920 and 1950, the country as a whole contended with the end of World War I, the Mexican Revolution (1910-1920), the Great Depression, and World War II. The country also witnessed the advent of the automobile and eventually the interstate highway system that allowed for unprecedented mobility of Americans. Factors particularly relevant to the plan area during this period include the importance of bayfront access and commercial business associated with the US Navy during and after World War II, and the dynamics of ethnicity related to increased opportunities for improved standards of living and relocation. As people became more mobile and could commute greater distances and were no longer dependent upon fixed transportation (i.e., trolley systems), the opportunity for those who could afford to move to outlying areas for better housing in attractive neighborhoods became a reality. Upward social movement, the start of the escape to suburbia, and the evolution of a strong commercial core associated with the bayfront would be factors in the composition of the plan area prior to other changes associated with the division of the Logan Heights neighborhood by Interstate 5 construction in the 1960s.

During this period from the 1920s to the 1950s, Mexican Americans, African Americans, and Asians moved into Logan Heights because it offered low-cost housing left in the wake of Anglo-Americans moving to other areas, and proximity to bayfront and railroad jobs. As community member Evelyn Mitchell remembered, “Barrio Logan was a very diverse community in the past with Japanese, Italians, Syrians, and Mexicans living together” (Evelyn Mitchell, Interview, September 2009). Even if these minorities had the means to move to newer neighborhoods, restrictive clauses in real estate deeds (particularly against African Americans and Asians) and racial discrimination from real estate agents, bankers, developers, and owners kept most non-whites from living anywhere but the older areas of the city (Harris 1974). “By the late 1920s, Logan Heights was considered “the residential section of the negroes, Mexicans and Orientals” (Norris 1983).

Mexican Immigrants and Mexican Americans

At the turn of the 20th century, the Mexican American community was scattered through downtown, the harbor, and present-day northwestern Barrio Logan (Harris 1974). The population of the Mexican American community swelled in the 1920s as increasing numbers of immigrants fled to the United States following the Mexican Revolution (1910-1920) and many settled in Logan Heights (Harris 1974:113). Immigrants were attracted by available housing, social and cultural familiarity, and the availability of unskilled occupations such as railroad construction, commercial fishing, local agriculture, building construction, and other commercial businesses and military-related industry (Harris 1974:75, 87). After World War I, the Federal government restricted European and Asian immigration, leaving many open positions in agriculture, railroad maintenance, and mining that Mexican immigrants filled. A survey by the Women’s Club of San Diego in 1914 found that “Few Mexicans were found in skilled trades. For the most part they worked with pick and shovel for the gas company, street railway, and on water works, or for general contractors...other Mexicans were employed as teamsters” (Harris 1974).

Immigration declined drastically during the 1930s as the Immigration and Naturalization Service and American Federation of Labor encouraged local governments to round up undocumented Mexicans and harass them and others into moving back to Mexico (Griswold del Castillo 2007). Many Mexican states offered incentives and transportation for residents to return to Mexico and thousands reversed the migration by going back home (Harris 1974: 77). During these decades, especially prior to World War II, life for Mexican immigrants in Logan Heights could be very difficult because of social issues and job availability. A report written in 1928 describes the community as having “a multitude of undesirable conditions” including substandard housing, malnutrition, unemployment, lack of education, disease, and high infant mortality rate (Griswold del Castillo 2007). The Neighborhood House was established downtown in 1916 to provide assistance to those in need in the Logan Heights community, as part of a countrywide movement to reach out to immigrants and the working classes who were being affected by industrialization and modernization (Griswold del Castillo 2007). The Neighborhood House moved into Logan Heights in the 1920s, occupying the property that had housed the San Diego Free Industrial School at 1809 National Avenue. Well-known San Diego architects Richard S. Requa and Herbert L. Jackson remodeled the Neighborhood House at this time.

The Neighborhood House was operated by European Americans and served Mexican Americans and Mexican immigrants, African American migrants and European immigrants. While this charity was open to all, the mission of the organization was essentially focused on Mexican immigrants and Mexican Americans. By the 1930s, 90 percent of the Neighborhood House clientele were Mexican American or Mexican immigrants (Griswold del Castillo 2007). During the 1930s in particular, when City and national governments were openly hostile to Mexican Americans and were attempting to deport many of them, the Neighborhood House provided health care, cooking classes, game nights, and dancing lessons. Community members, Norene and Natalia Riveroll, spoke of the significance of the Neighborhood House, saying, “It was a recreational place, a social place where all the people would go. During that time the entire community was in a low socio-economic position and [the Neighborhood House] was the only place to go. They provided this healthy supportive environment for something they never would have experience” (Norene and Natalia Riveroll, Interview, September 2009).

During World War II there was a need for agricultural and industrial labor to fill the gap left by deployed forces (Harris 1974:77) and Mexican immigration to the United States rose at this time as a result of the government-backed Bracero program, between 1942 and 1947, which allowed thousands of Mexican workers to come into the country to work. Throughout the 1940s and into the 1950s, Logan Heights contained fifteen percent of San Diego's Spanish-speaking population. The Bracero program was reconstituted in 1951 and operated until 1964, resulting in a large number of immigrants settling in Logan Heights.

By 1946, five of the seven churches in Logan Heights served the Mexican and Mexican American residents: the First Mexican Baptist Church (1895 Kearney), the Mexican Presbyterian Church (1902 Irving), Mexican Free Methodist Church (1902 Irving), the First Seventh Day Adventist Spanish American Church (1861 Logan), and an unnamed Mexican church (2001 Ocean View) (1946 Sanborn).



Plate 9. Street views, plan area, 1920s
(left) Logan Avenue, courtesy of SDHS (Sensor 8-91)
(right) 32nd St at Main, looking north, 1920s, courtesy of SDHS (Sensor 8-12, 84:14998-1013)

Summary of Trends: Between 1920 and 1950

Throughout the period, the ethnic composition of the neighborhood changed, as Logan Heights witnessed increased residential and commercial growth. A study undertaken in 1930 described what Logan Heights looked like that year:

Mexicans live in San Diego under conditions that are, possibly, more than usually favorable. Most of them are in the southwestern portion of the city along the waterfront close to the factories and canneries. The streets are wide; sanitation is moderately good. Mexican stores, churches, pool halls, and the Neighborhood House are part of the district. Living conditions are reasonably good. There is little or no serious congestion. The cottage type of house prevails. There are no slum tenements (Griswold del Castillo 2007).

During the Depression, new construction came almost to a standstill with the exception of military infrastructure. In 1934, only seven building permits were issued for the entire city (Harris 1974:22). The 1935 California International Exposition at Balboa Park and continued military spending helped turn the situation around, however, by encouraging construction and Logan Heights soon rebounded.

By 1946, Logan Heights was densely settled with a variety of community services (1946 Sanborn). Motorbus service had generally replaced streetcars (Harris 1974:17). There were four schools: Luther Burbank Public School (replaced the Logan Heights Public School at the corner of Sicard and Marcey), the Memorial Junior High School (2800-2864 Marcey), the Roman Catholic Guadalupe School (1700-1714 Kearney), and the Lowell School (1775-1779 Newton). Lowell School was the first within the plan area. The expanded Logan Heights Public Library had relocated to 2801 Marcey from its 1921 location on Logan Avenue. Fire Department No. 7 continued to serve the neighborhood from 1896 National Avenue. The neighborhood also had a post office (2635-2637 Marcey, outside the plan area). Twelve churches were present in Logan Heights in 1946, two of which were located within the plan area: the

Pentecostal Free Mission (1846 Logan) and the First Seventh Day Adventist Spanish American Church (1861 Logan).

Other community services constructed by 1946 included the Neighborhood House (1801-1809 National), a doctor's office (2088 Logan), and the Guadalupe Health Center operated by Our Lady of Guadalupe Church (1724 Kearney, outside the plan area) (1946 Sanborn). Two veterinarian hospitals also operated within the plan area: the Dog and Cat Hospital (2773-2775 Main) and the Small Animal Hospital (1930 Main).

Although the commercial center of Logan Heights continued to expand along Logan Avenue (it was most concentrated between Dewey and South 26th Streets [**Figure 13**]), businesses were scattered throughout the community. By 1946, the Barrio Logan plan area contained twenty-two restaurants (in comparison to only one in 1921), three drugstores, a bank, a hotel (1819-25 Newton), a laundry, and a nursery. A second movie house (1796-1798 Logan) showed films several blocks northwest from the original movie house at 2171-2175 Logan. Numerous car-related businesses within the plan area served the needs of the neighborhood's automobile owners including thirteen gas stations, nine auto repair shops, and a used car sales lot. Prominent commercial buildings were built in the simple and inexpensive Block style, though some were also built in the Mission Revival or Streamline Moderne styles (**Plate 10**).



Plate 10. Examples of commercial buildings in the plan area.
(left) 1894 Main Street, built 1930, designed by Charles and Edward Quayle (Quayle Brothers Architects).
(right) 1701-1715 National Avenue, George Kostakos Building, built 1925, builder Bert Nobel,
City of San Diego Historic Landmark.

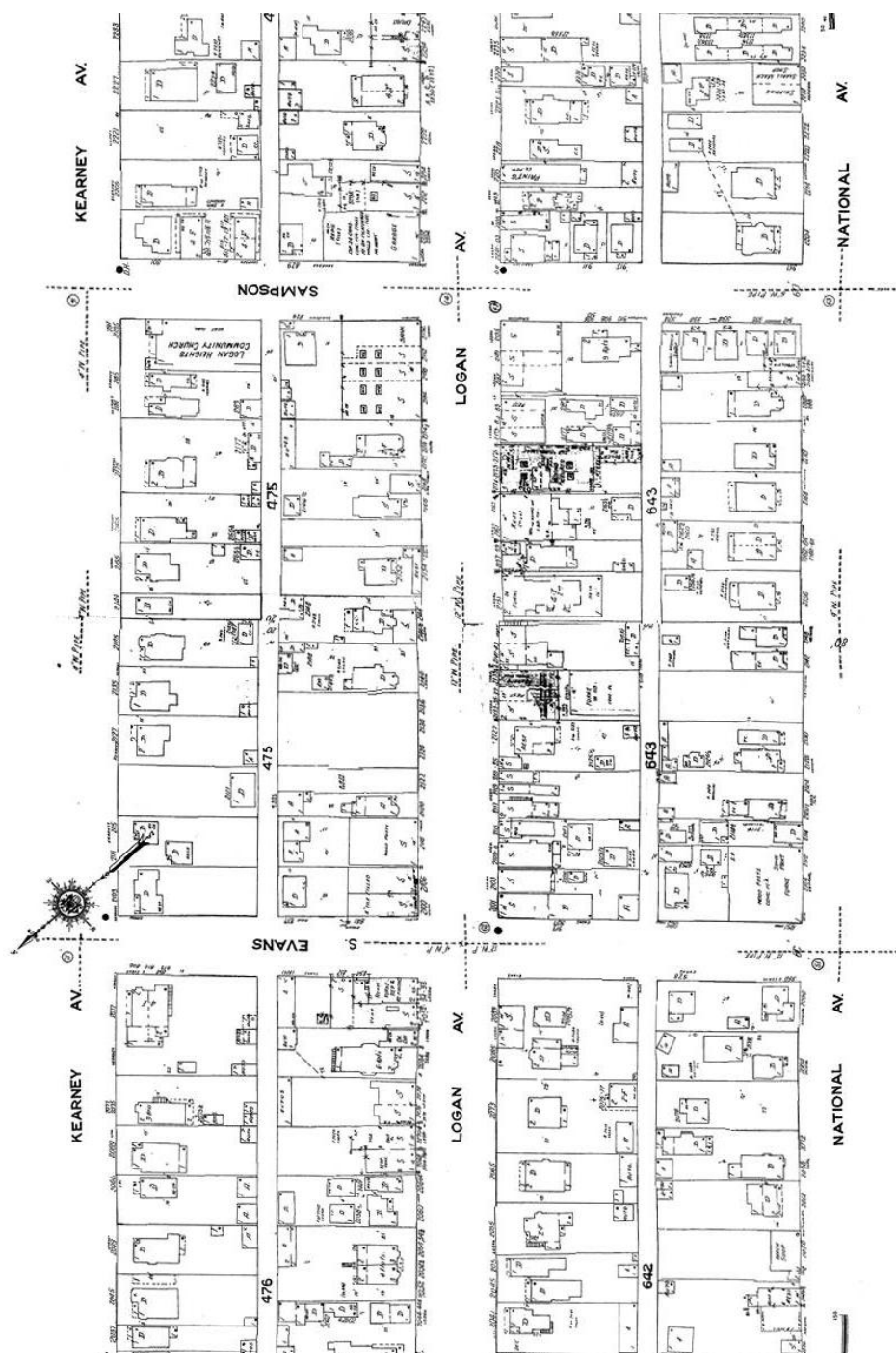


Figure 13. 1946 Sanborn Fire Insurance Map of the most concentrated portion of the commercial district on Logan Avenue between Dewey and South 26th Streets. "S" indicates "store" and "D" identifies a "dwelling."

The increase in the number of residents in the plan area between 1920 and 1950 raised the demand for inexpensive, small, and multiple-family housing units. Apartment buildings, duplexes, bungalow courts, apartment courts, and half courts were built to accommodate the new residents. Additionally, many small single-family residences were constructed on the rear of lots, behind larger and older homes (**Figure 14**). The new residential construction was built in a variety of architectural styles including Spanish Colonial Revival, Mission Revival, and Minimal Traditional.



Plate 11. Street View, Newton and Cesar Chavez, 1940s
Courtesy of SDHS (Sensor 8-48)

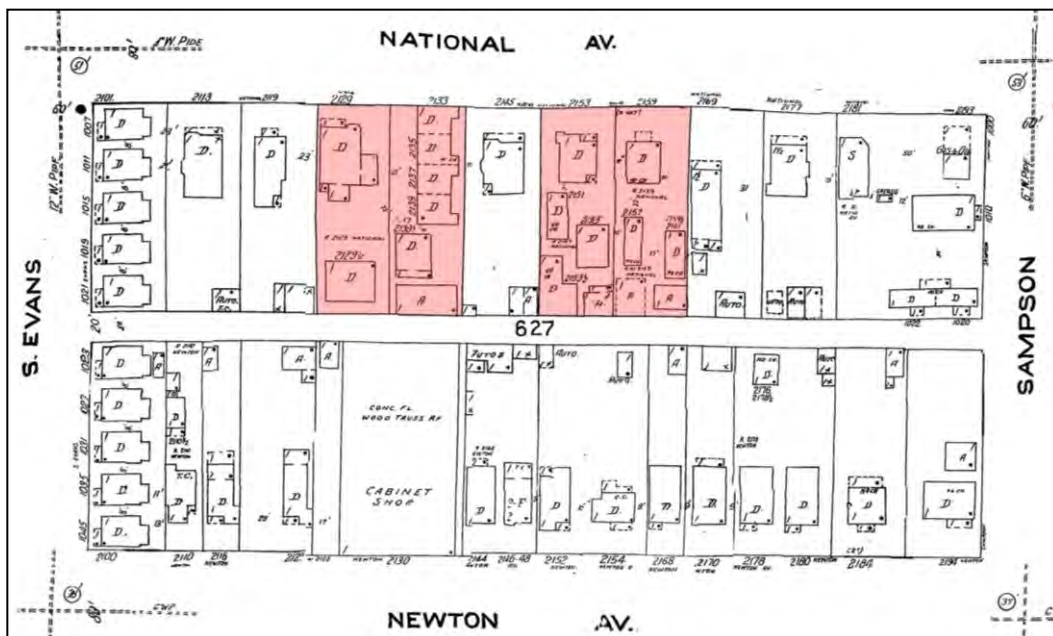


Figure 14. 1946 Sanborn Fire Insurance Map selection. The highlighted lots illustrate some of the varying types of residential construction of the period. From left to right: older dwelling with new house behind, half court with apartments on the alley that replaced a single-family dwelling, grouping of numerous small dwellings behind an older residence, and a new collection of small residences on a single lot.

There were a few industrial facilities east of the railroad tracks at the beginning of the 1920s, but by 1946 industrial encroachment into the residential and commercial areas dramatically increased. Six junkyards, auto wrecking, and salvage yards had taken over lots in the plan area (1610, 1684, and 1960 Logan; 1972 and 2075 National; and 2701 and 3330 Main). There were numerous manufacturers interspersed within residences and businesses including door and cabinet shops, a retinning plant, a floor tile manufacturer, several iron works, furniture manufacturing, battery manufacturing, bottling works, and a manufacturer of small cars (2687 National).



Plate 12. Close-up aerial photograph of the plan area during World War II, facing north. The railroad tracks are on the left side of the frame (left of Main Street). The dirt track to the left of the railroad tracks is Harbor Drive. Note the denseness of development at that time. Many of the buildings had outbuildings or second residences behind. *Courtesy of SDHS.*

4.4.4 Later Industrial and Naval Bayfront Development (1940s-1950s)

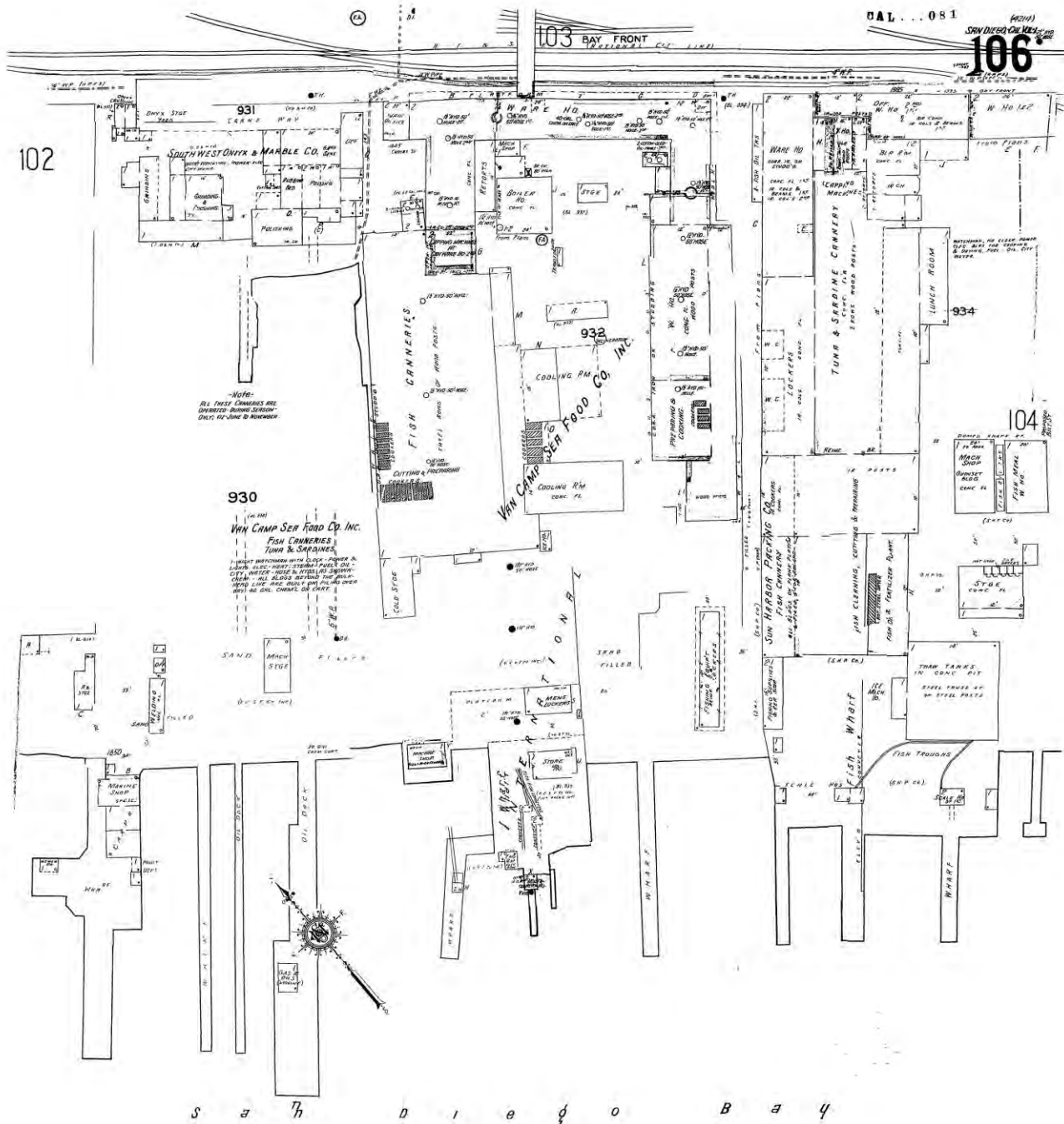
Prior to World War II, the federal government increased its military presence along the bayfront. The Destroyer Base was established at the foot of 32nd Street in 1919. In 1941, the Destroyer Base was officially changed to the U.S. Naval Repair Base. On September 15, 1946, the U.S. Naval Repair Base was redesignated as the United States Naval Station, San Diego, California. The Naval Station facility occupies over 1,100 acres southwest of the plan area.

While San Diego's small shipbuilding industry was focused on fishing vessel construction in the period between 1900 and 1940, prior to World War II companies began to bid on the construction of large naval and commercial shipping crafts (Harris 1974:55). The National Iron Works (later NASSCO), the Harbor Boat and Yacht Company and the San Diego Marine Construction Company were established or expanded on the Barrio Logan bayfront in the mid-1940s and 1950s (**Plate 13**). The San Diego Marine Construction Company with its wharfs and machinery shops at the base of Sampson Street and National Iron Works (then called Lynch Ship Building Company) and its large overhead crane were located at the base of S. 28th Street (1946 Sanborn). The end of World War II led to a plunge in employment for those working in war-related industries but the outbreak of the Korean War as well as increasing tension between the United States and the Soviet Union once again stimulated the shipbuilding industries in the bayfront in the early 1950s.



Plate 13. National Iron Works (later NASSCO), ca. 1939. The jetty was a Navy landing strip for the U.S. Naval Station planes. Courtesy of SDHS (#83:14578-17).

The tuna and sardine canning industry continued to be a substantial presence on the bayfront during this period though it had consolidated into two major companies by 1946: the Van Camp Seafood Company and the Sun Harbor Packing Company (**Figure 15**). The Van Camp facility was connected to the American Can Company and warehouse by a bridge over the railroad tracks. The nearby American Processing Company manufactured fish oils and poultry feed to the north of the cannery wharfs. The Kelco Company, a manufacturer of kelp products, had a large facility and wharf south of the canneries (**Figure 16**).



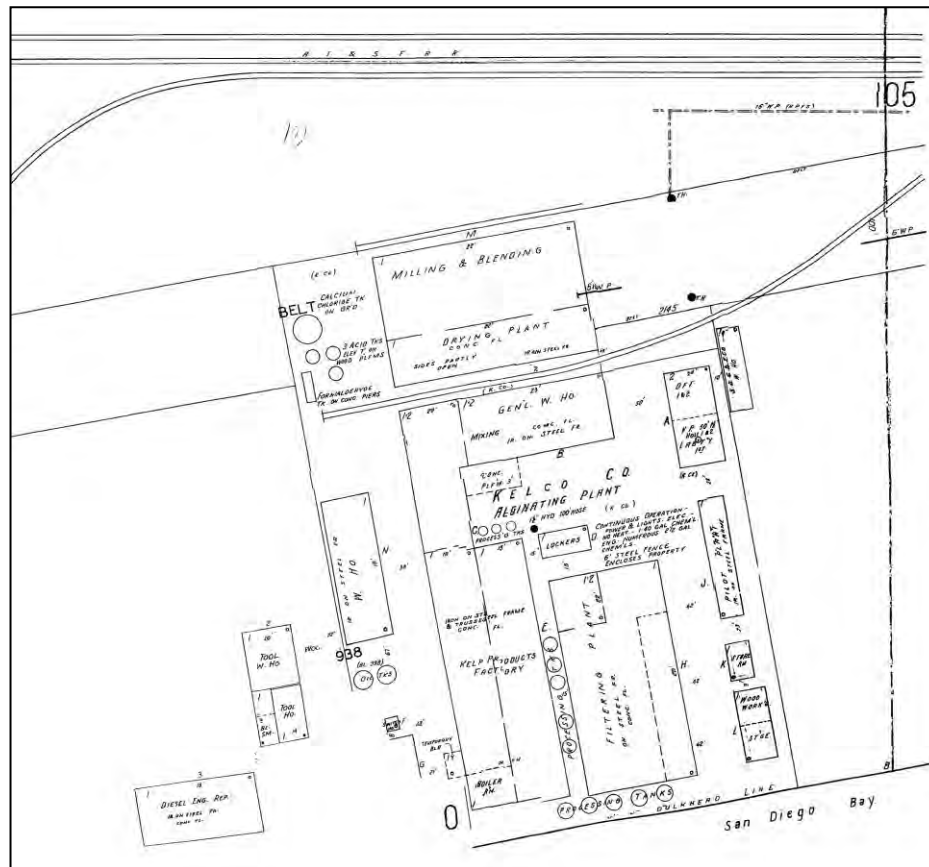


Figure 16. 1946 Sanborn Fire Insurance Map selection showing Kelco Co. plant on the plan area bayfront.

By 1946, a number of industrial uses were present in Barrio Logan including shipbuilding, canning, oil, lumber, and general warehouses. Two grocery warehouses were located east of the railroad tracks at Harbor Drive: the Safeway Stores warehouse (Main between Dewey and S. Evans), and the Alfred M. Lewis Grocers (Main between S. Evans and Sampson) (1946 Sanborn). Numerous oil suppliers such as the General Petroleum Corporation of California, the Texas Company Oil Depot, the E. Johnson Oil Company, the Richfield Oil Corporation Oil Depot, and Standard Oil Company of California operated from the bayfront on lots with large fuel tanks and oil tanks. A new arrival was the Altes Brewing Company and its massive facilities that stretched along Main from Sampson to Schley and included everything from bottling facilities and storage to a coopering workshop and cellars. San Diego Gas and Electric Company operated two facilities along the bayfront, the Silver Gate Power Plant (west of Harbor between S. Evans and Sampson) and a substation (southwest corner of Harbor and Sampson). Other industrial businesses at the time included the Standard Iron Works (1821-1845 Harbor), the McCormick Steamship Wharf (between the canneries and Kelco Company), the Southwest Onyx and Marble Company, and, just outside the plan area, the San Diego Arizona Eastern Railroad Company shops (west side of Newton between S. 16th and Sigsbee).

4.4.5 Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s-Present)

The neighborhood of Barrio Logan achieved its identity as a consequence of its separation from Logan Heights due to the construction of Interstate 5 in 1963 and the San Diego-Coronado Bay Bridge in 1969, as well as the rezoning of the area from strictly residential to mixed use. The constricting effect of the highway and bridge construction, coupled with commercial uses that multiplied in the midst of residential housing, induced a period of dramatic physical change in Barrio Logan from the 1960s to the 1970s. These changes prompted drastic population decline but also inspired a local Chicano movement that advocated for the rights of the community's residents. Prior to the highway construction that bisected Logan Heights and essentially created Barrio Logan, this community contained the largest Mexican-born and "Spanish surnamed" community in San Diego (Bonilla 2007) though its ethnic makeup also contained a minority of African Americans, European Americans, and Asian Americans (Bonilla 2007:7).

Zoning and Mixed Use Development

During the 1950s, the City rezoned Barrio Logan from primarily residential to a mixed use classification. Subsequently, over the next twenty years, the neighborhood experienced a massive influx of automotive scrap yards, particularly along Main, National, Newton, and Logan as well as numerous other industrial businesses housed in large industrial lofts and warehouses (Brandes 1983). According to a Planning Department Non-Residential Land Use Inventory, less than ten percent of the acreage in the plan area was residential by 1963 (Tabler 1978). As a result of the mixed use zoning by the City, significant changes in land use occurred to the neighborhood, with commercial businesses now located adjacent to residences.

Highway and Bridge Construction

The completion of Interstate 5 through the heart of Logan Heights in 1963 rewrote the boundaries of the neighborhood. The interstate splintered Logan Heights in two, with the area to the southwest of Interstate 5 becoming known as Barrio Logan and the area to the northeast known as Logan Heights. "Barrio Logan" likely evolved from the Spanish speaking residents' practice of referring to Logan Heights as the *barrio*, or neighborhood (Bonilla 2007:7). The City officially initiated the use of Barrio Logan to describe the area southwest of the Interstate 5 in the 1970s (Bonilla 2007:7).

The construction of Interstate 5 displaced families and businesses and resulted in the destruction of all the structures in the path of the new freeway (Brandes 1963). It also cut off the neighborhood to the northeast of the interstate from the commercial center on Logan Avenue and made it difficult for those in Barrio Logan to reach the churches and schools on the opposite side (**Figure 17**). Construction of Interstate 5 took place prior to the implementation of the National Environmental Policy Act, the California Environmental Quality Act, and the National Uniform Relocation Act that today protect communities from the potentially damaging effect of major public improvement projects (Rosen and Fisher 2001).



Figure 17. Approximate boundaries of Barrio Logan after 1969 (Norris 1983, Brandes 1983)

The completion of the San Diego-Coronado Bay Bridge in 1969, which towered over Barrio Logan with its on-ramps and support pylons, displaced more families and businesses, creating a dramatic visual change to the neighborhood (**Plate 14**). The residents were not aware of their rights to protest against the bridge and many felt they had no choice but to leave (Delgado 1998). Barrio Logan's population dropped from 20,000 to 5,000 between 1969 and 1979 and many of the older homes and buildings were razed for industrial structures (Delgado 1998).



Plate 14. Coronado Bridge construction over Barrio Logan in 1969, facing east.
Courtesy of SDHS (#UT-85-08564-2)

Political Activism

During the 1960s and early 1970s the Chicano movement became a powerful force for change and promoted a social movement within the Mexican American community of Barrio Logan and Logan Heights. United by a concern for equal rights, Mexican Americans adopted the terms Chicano and Chicana to identify them not just of Mexican heritage but also of mestizo ethnicity. An important element of the movement was its association with the cultural mythology of Aztlán (Bonilla 2007:64). The Chicano community joined forces to promote political goals such as increasing the number of Chicano candidates, promoting broad-scale voter registration, and passing supportive legislation. Economic goals of the movement including upgrading occupations, creating private businesses, and the United Farm Workers' movement led by Cesar Chavez. Chicano educational goals included reducing school drop-out rates, development of bilingual bicultural programs, and the creation of university courses and programs in Chicano studies (Pitti et al. 1988). The movement also generated a renaissance in art, music, literature, and theatre throughout the Hispanic community (Pitti et al. 1988).

The first Chicano activity in Barrio Logan occurred in the late 1960s when young college students and veterans of the Vietnam War, inspired by the national Chicano movement, instituted some small clean-up projects in the area. Yet it was the 1970 takeover of a 1.8-acre plot of land beneath the San Diego-Coronado Bay Bridge that propelled the movement into the consciousness of the larger San Diego community. In April 1970, a young Chicano activist, Mario Solis, alerted the community to the commencement of construction of a California Highway Patrol station beneath the bridge on the land that City officials had promised as a park. Word spread quickly, and protesters successfully stopped the earth moving activities and occupied the park (**Plate 15**). The occupation lasted twelve days, after which the City agreed to grant the community the land and surrounding property totaling 7.4 acres (Bonilla 2007:66-70). When it came time to choose a name for the park, the residents chose "Chicano Park" in recognition of the Chicano movement that had been so influential in inspiring the protest. The creation of the park has been cited as the defining event in Barrio Logan's recognition as a Chicano community (Bonilla 2007; Rosen and Fisher 2001).



Plate 15. Chicano Park Protest, 1970.
Courtesy of SDHS (#UT-86-I4677-41)

The Chicano movement revived the Mexican tradition of murals, and many examples of the art are visible in Chicano Park today (Rosen and Fisher 2001). In 1973 and 1974, two teams of Chicano artists, Los Toltecas en Aztlán and El Congreso de Artistas Chicanos en Aztlán, began to paint the murals in the park on the concrete abutments of the bridge. More murals were completed between 1974 and 1975 and Chicano artists from all over the country were involved. Between 1977 and 1981, many of the murals that were painted depicted how industry and industrial pollution in the neighborhood contributed to the low quality of life in Barrio Logan. In 1993 the Kelco Historical Community Mural, on the corner of Cesar E. Chavez and Harbor Drive, was completed by Salavador and Gloria Torres. Salavador Torres

was one of the creators of Chicano Park. Torres writes, “This mural represents the history and future of the people, ocean and waterfront industries of our community”(Salavador and Gloria Torres, The Kelco Community Mural Draft Outline). The murals in Chicano Park continue to be modified as new murals are added and older murals are restored. Today the park serves as a cultural center for the Chicano community of San Diego. The City’s Historical Resources Board designated Chicano Park and its large murals as a local landmark in 1980 (HRB #143). The park and its murals were placed on the California Register on January 31, 2007 and the National Register in January of 2013 (Rosen and Fisher 2001).

Following the establishment of Chicano Park, a series of community and political organizations formed to support the revitalized Chicano community and provide social services to the residents. Barrio Station (2175 Newton Ave) was established in 1970 to provide educational, artistic, and athletic programs for Barrio Logan youth (Bonilla 2007:98-99). The Chicano Free Clinic, established in the old Neighborhood House building during the takeover of Chicano Park, provided medical services and counseling. By the late 1970s, the clinic became the Logan Heights Family Health Center, which still operates today as a member of the Family Health Care Centers of San Diego (Bonilla 2007:99-100). The organization Developing Unity through Resident for Organizing mobilized at the turn of the 21st century against the potential for gentrification of the neighborhood (Bonilla 2007:101). Additionally, the Chicano Federation of San Diego County was established in 1968 with the purpose of improving living conditions, expanding cultural significance, and increasing political power throughout San Diego County. The Federation moved to Sherman Heights in the early 1980s and continues to provide social services and assistance to Barrio Logan residents (Bonilla 2007:97).

The Mexican American residents of Logan Heights have used the word *barrio*, Spanish for “neighborhood,” to describe the area from the early years. Here in the United States, *barrio* has taken on a loaded meaning, and it is often used to describe an urban Mexican American, poor, and dangerous neighborhood. In its most positive connotation, outsiders and Mexican Americans alike refer to predominantly Mexican American urban neighborhoods as *barrios*. *Barrios* exist in nearly all major United States cities. After Interstate 5 divided the Logan Heights neighborhood in two in 1963, the northeastern side continued to be known as Logan Heights, but “Barrio” (with a capital B) was used to refer to the southwestern side. Many residents embraced the cultural association that came with the capital “B,” claiming Barrio Logan as a Chicano space. Kelsey Barnum Bonilla discusses this concept as the “barrioization” of Logan Heights (Bonilla 2007). She writes that:

Residents and Chicano activists actively participated in the racialization of Barrio Logan as a Chicano space. Through the takeover of Chicano Park, the establishment of community service organizations, long-standing political struggle over social and physical control of the neighborhood, and cultural expressions ranging from low riding to mural painting, residents seized this place and gave it meaning as a Chicano space (Bonilla 2007).

Nowhere is this “barrioization” more visible than in the landscape of Barrio Logan. The landscape of the Mexican American *barrio* is an intriguing one. Planner James Rojas and geographer Daniel D. Arreola have found a convincing number of similarities of the *barrio* landscape throughout the United States west and southwest that are also evident in Barrio Logan. Alone, elements of the *barrio* landscape may appear

in any neighborhood regardless of its ethnic composition; it is the combination of them that makes them distinct to the *barrio* and sets it apart as a Mexican American neighborhood.

Even though new residential construction was rare during this period, the landscape of Barrio Logan transformed to reflect the ethnic identification of its residents. A building or structure in Barrio Logan generally looks like a building or structure in any of the early downtown San Diego neighborhoods, consistent with the popular property types and architectural styles of its time. Under closer examination, it is evident that the prominent Mexican American and Chicano residents have contributed to the character of the landscape by introducing elements that have historic validity as specialized patterns of the Mexican American and *barrio* culture (Rojas 1991; Arreola 1988). Several elements of the Mexican American landscape that are visible in Barrio Logan include enclosed and personalized front yards (fences and specialized uses), the use of color to fill blank walls (bright colors, murals, advertising, and graffiti), and religious shrines.

Planner James Rojas based his study of the *barrio* landscape (Rojas uses the word “environment”) on East Los Angeles, considering both the tangible and intangible characteristics that illustrate the way residents have created an open-air culture out of streetscapes, buildings, and public facilities from an environment that was not intended for them (Rojas 1991). East Los Angeles has many similarities to Barrio Logan, primarily because of its location in southern California and the fact that it is an urban neighborhood of homes and buildings built by European Americans that have been adapted by Mexican Americans and immigrants. Rojas presents three ways Mexican Americans have contributed to create the *barrio* environment: the people (intangible), the props (tangible), and a unique vernacular form (tangible).



Plate 16.
Chicano Park Takeover Mural

Similarities to Rojas’ props (the front yard fence, personalized yards, and the lack of blank wall space), and the East Los Angeles Vernacular house type (extroverted housescape, multi-purpose driveway, and outgoing porch) can also be found in Barrio Logan.

Geographer Daniel Arreola, in his many studies of housescaping in urban *barrios* of the Southwest, has identified three characteristics of the Mexican American housescape: fence-enclosed front properties, exterior house color, and an occasional religious shrine in the front yard. He also considers the place of murals as an element of the landscape. Examples of these neighborhood elements can be seen in **Plates 16 through 19**. He describes these elements as “part of a complex historic code” derived from the Spanish Christian influences from Iberia that are blended with the Spanish Colonial, Mexican Indian, and Anglo-American traditions in Mexico and the American Southwest (Arreola 1988).



Plate 17. Personalized, fenced front yard in use by residents. 2679 Newton Ave.

Not all the physical manifestations of the historic Mexican American culture offered by Rojas and Arreola are present in Barrio Logan. The omission of some elements serves to illustrate Barrio Logan's individual character, a result of the people that have lived there and the events that have occurred there. Observations in Barrio Logan led to identification of several character-defining elements of the Mexican American historic vernacular cultural landscape in Barrio Logan: enclosed and personalized front yards, the use of color to fill blank walls (bright colors, murals, advertising, and graffiti), and a religious shrine. There are surely other elements that contribute to the Barrio Logan's complex and rich cultural landscape that were not discovered; nonetheless, these elements can serve as a foundation for further research.



Plate 18. Bright paint on a commercial building, 2185-95 Logan Ave.

Fencing that extends to the very edges of the front yard is the most common of the characteristics identified by Arreola and Rojas and the most frequent element observed in Barrio Logan (**Plate 17**). Of the nearly 500 properties included in the recent historic resources survey of Barrio Logan, nearly 90 percent of the single-family and multiple-family homes had an enclosure of some type around the front yard. Residents personalize their front yards with gardens, shrines, garden furniture, and personal effects.

The use of color is common throughout Barrio Logan, as is the decoration of space so that there are “no blank walls” as Rojas describes it. The use of bright colors is common on Mexican American houses as well as commercial structures in Barrio Logan (**Plate 18**). Murals can be found throughout Barrio Logan on the sides of commercial buildings (**Plate 19**), new multiple-family residences, and, most prominently, in Chicano Park. Many stores in Barrio Logan are decorated with original art, mixed with advertising text style known as *amontonado* (stacking). Graffiti, known as *placas* in the barrio, is another form of color that is used by gangs to mark off space.

Shrines, far less common than the use of enclosures and color in *barrios* according to Arreola and Rojas, are still usually found in front yards in Mexican American neighborhoods. No yard shrines were observed in Barrio Logan, but one communal shrine is present in Chicano Park, which is devoted to the Virgin of Guadalupe, the patron saint of Mexico (**Plate 19**).

New construction in Barrio Logan during this period was primarily limited to industrial buildings, though in 1981 the San Diego trolley



Plate 19. Store with murals at 2001 National Ave.; Chicano Park shrine

service began stopping along Harbor Drive, on a route that was built over the defunct San Diego and Arizona Eastern Railroad tracks. A second park, Cesar Chavez Park, was completed in 1990, providing the neighborhood residents with their only access to the bayfront. Higher density residential complexes and commercial centers have been built in the last decade and plans for new commercial centers are in place to promote the economic revitalization of the community.

4.5 PROPERTY TYPES

Each historic context identified in the American Period is associated with several property types. The property types listed below are those that would be expected to be present in Barrio Logan based on the historic context. Some may no longer be present because they have been demolished.

- Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s)
Associated Property Types:
 - Residential Building
 - Commercial Building
 - Institutional (Municipal, Church, School, Healthcare facility, etc.)
 - Recreational
- Early Industrial and Naval Bayfront Development (1880s-1930s)
Associated Property Types:
 - Industrial Building/Structure
- Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s)
Associated Property Types:
 - Residential Building
 - Commercial Buildings
 - Institutional (Municipal, Church, School, Healthcare facility, etc.)
- Later Industrial and Naval Bayfront Development (1940s-1950s)
Associated Property Types:
 - Industrial Building/Structure
- Community Response to Rezoning and Infrastructure Projects / Chicano Political Activism (1950s-Present)
Associated Property Types:
 - Residential Building
 - Commercial Building
 - Industrial Building/Structure
 - Institutional (Municipal, Church, School, Healthcare facility, etc.)
 - Recreational

The following listing of property types provides descriptions and photo examples to illustrate the different types and subtypes. The descriptions of property types are based on accepted types in American architecture, the National Register Bulletin 15: How to Apply the National Register Criterion for Evaluation (Washington D.C.: National Park Service), and consultation with City staff.

Property Type: Residential Building



**Plate 20. 1685
Logan Ave.**

Single-Family Dwellings

Single-family residences account for the majority of residential buildings in Barrio Logan and have been constructed from the earliest settlements in the 1880s to the present. They are categorized as either vernacular/folk or architect-designed. Although some architectural historians consider the terms vernacular and folk to be distinct from each other, for the purposes of this study they are used interchangeably. Vernacular/folk (**Plate 20**) refers to architecture that is derived from forms of popular culture such as magazine, plan books, and builder's guides, as well as architecture from wholly traditional, informally transmitted sources such as cultural knowledge from one generation to the next. They are generally not architect-designed. Traditional National Folk styles and Craftsman style homes are very well represented within the project area and are scattered throughout. Structures in the Folk Victorian and Italianate styles are represented primarily in Barrio Logan northeast of S. 26th Street and north of Main Street. Few Spanish Colonial Revival styles are present.



**Plate 21. 1019 S.
Evans St.**

Worker's Cottage

The Worker's Cottage type (**Plate 21**) retains similar characteristics of a one-story, single-family home, but on a smaller scale, and were built during the first half of the 20th century in Barrio Logan, primarily between 1920 and 1950. A worker's cottage may not have been originally constructed with a bathroom or kitchen. They may have been any type of architectural style of the early twentieth century such as Queen Anne, Neoclassical, Italianate, Craftsman, or National Folk and were built southwest of National between Sigsbee and S. 27th Streets. Extant worker's cottages identified in Barrio Logan on Evans Street are in the Craftsman style.



**Plate 22. 2073-75
Logan Ave.**

Architect-Designed

The architect-designed single-family residence is a custom-built detached residential structure designed by a licensed architect or building designer for a specific client and a specific site. Architect-designed residences (**Plate 22**) may incorporate any architectural style. It is not known how many architect-designed properties may be present in Barrio Logan, though at least two have been identified on Logan Avenue (2073-75 and 2085 Logan Ave.), which were designed by the architectural firm of Hebbard and Gill in the Neoclassical and Colonial Revival styles in 1897.

Between 1920 and 1950 and continuing to the present, Mexican-American modifications to residential buildings, such as fencing, bright color paints, and shrines, have contributed significantly to the Mexican-American character of Barrio Logan.



**Plate 23. 2230
Logan Ave.**

*Multiple Family Dwellings
Apartment/Apartment-Flats*

Apartment buildings in the late nineteenth and early twentieth centuries were common in Barrio Logan along Logan Avenue. They rarely rose above two or three stories and were wood-frame buildings anywhere from six to twelve units. Some apartments/apartment-flats were actually single-family residences that had been modified for multiple-family living. The highest concentration of apartments/ apartment flats (**Plate 23**) was along Logan Avenue and were built between 1900 and 1920 (most have been demolished). A small number of apartments were built between 1920 and 1950 and were scattered throughout the area. The architectural styles likely varied and may have included Queen Anne, Neoclassical, Italianate, Craftsman, or National Folk styles.



**Plate 24. 1831-33
National Ave.**

Duplex

Duplexes are not very common in Barrio Logan, although some are present that date from the first half of the 20th century (**Plate 24**). A duplex is two separate residences, usually attached side-by-side and sometimes stacked one above the other. They normally have two separate entries and share only a wall/floor and the common areas outside. A duplex may appear to be a single-family home from the exterior. Often, a duplex may have originally been a single-family home that has been adapted for a multiple-family dwelling. Duplexes were built in a variety of architectural styles, most commonly Folk Victorian and National Folk.



**Plate 25. 1853-63
National Ave**

Bungalow Court/Court Apartments

The Bungalow Court housing type is common in Barrio Logan (**Plate 25**). The property type was first introduced in Pasadena in 1909, reportedly an innovation of architect Sylvanus Marston. Marston built St. Francis Court, eleven full-sized bungalows organized in a courtyard arrangement (Curtis and Ford 1988). The style featured a landscaped central courtyard, often with a water feature that provided a communal space for the residents but was semi-private from the street. The bungalow courts usually occupied two city lots. The first bungalow courts were apparently built to accommodate tourists who were wintering in southern California but did not wish to stay in a hotel.

Following World War I, the bungalow court style was popular because it met the growing demand for low-income housing. A large number of working class people moved to southern California to take advantage of the Mediterranean climate. The courts were seen as the ideal compromise between the privacy and pride of individual home ownership and communal living, while offering the convenience of being located in close proximity to the city commercial and business centers. The style remained popular until the beginning of World War II, after which the major emphasis in residential building turned to single-family homes in the suburbs and larger apartment buildings.

The Apartment Court variation of this style is usually arranged in a similar fashion, around a central courtyard, but instead of each of the residences standing alone, the apartments in these courts share at least one wall. A common arrangement is a U-shaped court with one building on each side, all housing several units each.

Bungalow courts became common in Barrio Logan during the 1920 to 1950 period and were built along Boston and Main Avenues between S. 26th Street and Woden Avenue and on National and Newton Avenues between Sampson and Beardsley. The first known bungalow court built in Barrio Logan about 1921 is at 2245-2249 Logan Avenue.

The bungalow court was built in a variety of architectural styles, Spanish Colonial Revival or Mission Revival being the most popular in southern California (Historic Resources Group 1996), although those built in the 1930s or 1940s were often in the Minimal Traditional style. Those built in Barrio Logan represent a variety of styles.

Property Type: Commercial Building

Retail Storefront

The retail storefront is characterized by its direct relationship to the street. It was the dominant small-scale commercial building in late nineteenth and early twentieth century Barrio Logan (**Plate 26**). The retail storefront type is most common on Logan, National, and Newton Avenues, the major commercial thoroughfares. Typically, the retail storefront is a detached single-use structure, though it may align with adjacent buildings giving the appearance of being attached. The storefront is set at the sidewalk and features large display windows and a prominent pedestrian entrance. Parking, if any, is dedicated and occurs at the rear. In this case, the building may also feature a rear entrance. These structures are of neighborhood scale, designed to provide goods and services to the surrounding community. In Barrio Logan, this property subtype is most often associated with block style (popular between 1920 and 1950) although the façade is sometimes designed in one of the popular architectural styles of the early to mid-20th century period such as Mission Revival or Streamline Moderne. Several buildings in Barrio Logan on Logan Avenue were designed in the late-19th/early 20th century False-Front Commercial style.



**Plate 26. 2181
Logan Ave.**



**Plate 27. 2184-96
Logan Ave.**



**Plate 28. 1852
National Ave.**

Restaurants and markets in Barrio Logan occupy a variety of commercial buildings and converted residential buildings (**Plate 27 and 28**). Both of these commercial uses are typically of neighborhood scale and designed to serve the surrounding community and are associated with a variety of architectural styles. Restaurants and markets were common in Barrio Logan beginning during the 1920 to 1950 period.



**Plate 29. 940-50 S.
26th St.**

Mixed-Use Building

A Mixed-Use Building is a property that contains both residential and commercial space (**Plate 29**). Usually the ground floor is devoted to commercial use and the upper floors house apartments or a single-family residence. This property subtype is associated with any variety of architectural styles and was commonly built from the late 19th century to the present throughout Barrio Logan.

Property Type: Industrial Building/Structure



**Plate 30. 2380
Main St.**

Industrial Loft

An industrial loft is a large, multi-story industrial building with large windows and door openings (**Plate 30**). It is built of a wide variety of materials and may include wood framing on the interior and exteriors of stone or brick walls, wood framing sheathed with wood siding or shingles, or iron and steel framing enclosed with masonry walls. Exterior features include raised loading platforms, loading bays, hoistways, fire escapes, and service/storage yards. The industrial loft has a flat roof with various types of architectural detailing styles. This type houses the entire works or could be adapted to office and administrative facilities or storehouses (Bradley 1999). Industrial lofts have been built since the 19th century, though in Barrio Logan, most date from the mid-20th century to the present. They are scattered throughout Barrio Logan, with a higher concentration to the west of Newton and to the south of S. 26th Street.



**Plate 31. 3561
Dalbergia St.**

Production Shed/Warehouse

Historically, Production Sheds have been called “shops,” a shortened version of the word “workshop.” Production sheds were one-story, rectangular structures of considerable width and of any length (**Plate 31**). Most were tall enough and strong enough to support overhead traveling cranes. The sheds were built of various materials with an interior frame of wood, iron, or steel and exterior walls of brick, most commonly. Roofs were often distinctive and sculptural in form. The center bay usually would support a crane, while two galleries on either side (or perhaps just one gallery on one side) would have bays devoted to different parts of the manufacturing process, with a mezzanine level above. Production sheds served a wide variety of purposes, including machine, forge, welding, and erecting shops as well as foundries (Bradley 1999). Production sheds/warehouses are scattered throughout Barrio Logan, with a higher concentration to the west of Newton and south of S. 26th Street.



**Plate 32. View of
railroad tracks
from San Diego-
Coronado Bay
Bridge**

Railroad Facilities

Railroad-related buildings and structures such as stations, tracks, spurs, section houses, and signs are considered railroad facilities (**Plate 32**) (Bradley 1999). In Barrio Logan, railroad facilities are concentrated along Harbor Drive and beside the bay. They are represented by tacks, spurs, and signs first installed in the late 19th century and which are used today by freight trains and the San Diego trolley.

Remnants of late 19th century/early 20th century trolley tracks that ran along Newton and Logan Avenues are no longer present.



Plate 33. View of wharfs/docks from San Diego-Coronado Bay Bridge

Wharf/Dock

A wharf/dock is a fixed platform, supported by pilings, where ships are loaded and unloaded or from which ship construction takes place (**Plate 33**). They may be constructed adjacent to the line of the shore or project out over the water. Some wharves/docks contain warehouses for cargo storage (Bradley 1999). The first wharf was constructed in Barrio Logan in the late 1880s (Whitney's Wharf or the 28th Street Pier). Wharves and docks have been constructed, demolished, and replaced in Barrio Logan regularly since the 1880s to accommodate the business needs of their occupants. It is unclear if the wharves and docks present today retain any of their historic material.



Plate 34. 2647 Main St.

Quonset Hut

The Quonset Hut was conceived during World War II when the American military needed a prefabricated, lightweight shelter that could be easily shipped and quickly assembled (**Plate 34**). After the war, the sliced tube of corrugated metal was adapted to non-military uses such as, warehouses, manufacturing facilities, and even residences (Chiel and Decker 1991). Quonset Huts were first constructed in Barrio Logan during World War II and those that are extant are primarily found on Main Street between Cesar Chavez Boulevard and Woden Street.



Plate 35. Church at 1861 Logan Ave.

Property Type: Institutional

Institutional buildings in Barrio Logan such as churches, community centers, schools, and healthcare facilities may have occupied any type of commercial building, converted residential building, or buildings built particularly for worship or community meetings (**Plate 35**). This property subtype is associated with any variety of architectural styles and is common throughout Barrio Logan from the 1880s to the present, particularly to the north of S. 26th Street and east of Main Avenue.



Plate 36. Chicano Park

Property Type: Recreational

Recreational property types such as parks, ballparks, and tracks date to the early 1890s in Barrio Logan. The earliest intercity baseball park and bicycle track, Bay View Park, was located at the intersection of Beardsley Street and National Avenue. A new ballpark, Athletic Park, was built in 1900 at South 26th and Main Streets. Neither are still present. Parks in urban areas are generally designed landscapes, as is the case with Barrio Logan's Chicano Park and Cesar Chavez Park (**Plate 36**). Parks may have many landscape elements including walls, walkways, statuary, plantings, grace headstones, restrooms, and buildings. Barrio Logan's parks have been created relatively recently; Chicano Park was created in 1970 and the Cesar Chavez Park was completed in 1980.

4.6 ARCHITECTURAL STYLES

Barrio Logan exhibits a wide range of architectural styles. The following section, presented chronologically, describes the prominent styles and their character-defining features. The descriptions of architectural styles are based upon accepted styles in American architecture and the following main sources: Virginia and Lee McAlester's *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1988), City of San Diego's *San Diego Modernism Historic Context Statement* (2007), and consultation with City staff.



Plate 37.
False-Front
Commercial Style,
2215 Logan Ave.

False-Front Commercial

The False-Front Commercial style was common in late 19th and early 20th century settlements in the western United States for commercial properties (**Plate 37**). It was economical for the business owner to devote more money to the façade of the building than to the less visible sides. By extending the front of the building beyond the roofline, a storeowner, businessman, or hotel proprietor could also project an image of stability to prospective customers until he could afford a more substantial and permanent structure. The building was usually built of wood with a front gable roof. It could be one or two stories. Its most distinguishing feature was a front wall that extended above the roof and the sides of the building to form a parapet. The façade was usually constructed from better materials and was more ornamental than the other three sides (Heckendorn 2007).

Character-Defining Features:

- Front gable roof
- Large store-front style windows on ground floor
- Wood clapboard or plain board cladding
- Façade parapet extending above roof, elaborate cornice
- One to two stories
- Symmetrical façade

Victorian Era

Victorian architecture generally refers to the styles popular during the last decades of Britain's Queen Victoria's reign, from about 1860 to 1900. During this period, rapid industrialization and the growth of railroads led to dramatic changes in American house design and construction. The balloon frame made up of light two-inch boards and held together by wire nails was rapidly replacing heavy-timber framing as the standard building technique. This, in turn, freed houses from their traditional box-like shapes by greatly simplifying the construction of corners, wall extensions, overhangs, and irregular ground plans. In addition, growing industrialization permitted many complex house components- doors, windows, roofing, siding, and decorative detailing- to be mass-produced in large factories and shipped throughout the country at relatively low cost on the expanding railway network. Victorian styles clearly reflect these changes through their extravagant use of complex shapes and elaborate detailing. Three Victorian styles prevalent in Barrio Logan include: Italianate, Queen Anne, and Folk Victorian (McAlester and McAlester 1988).



Plate 38.
Italianate Style,
2981 Boston Ave.

Italianate

The Italianate style was common between 1860 and 1880 (**Plate 38**). It began in England as part of the Picturesque movement, a reaction to the formal classical ideals in art and architecture that had been fashionable for about two hundred years. The movement emphasized rambling, informal Italian farmhouses, with their characteristic square towers, as models for Italian-style villa architecture. Italianate houses built in the United States generally follow the informal rural models of the Picturesque movement. The style was popularized by the influential pattern books of Andrew Jackson Downing. The decline of the Italianate style began with the financial panic of 1873 and the subsequent depression.

Character-Defining Features:

- Low-pitched roof with widely overhanging eaves and decorative brackets
- Tall and narrow windows that are commonly arched or curved above
- Windows frequently with elaborated crowns, usually of inverted U shape



Plate 39.
Queen Anne Style,
2080 Newton Ave.

Queen Anne

This style was dominant in the United States from 1880 until 1900 (**Plate 39**). The Queen Anne style was modeled loosely on Medieval Elizabethan and Jacobean architecture. The style was a reaction to the classical symmetry of earlier styles, and is characterized by its frank internal expression of an interior asymmetrical floor plan. In Barrio Logan, craftsmen added their own touches with intricate spindles and other stylized wooden details. The Queen Anne style features can be found mixed with other Victorian and Colonial Revival styles.

Character-Defining Features:

- Steeply pitched roof of irregular shape with a dominant front-facing gable
- Patterned shingles
- Cutaway bay windows
- Partial or full-width porch which is usually one story high and extended along one or both side walls



Plate 40. Folk
Victorian Style,
2168 National

Folk Victorian

This style was most popular in the United States between 1870 and 1910, primarily in residential properties and less commonly in commercial properties (**Plate 40**). The Folk Victorian style is characterized by the National Folk style house form ornamented with Victorian detailing. The details were often inspired by Italianate, Queen Anne, and sometimes Gothic Revival styles. The popularity of the style was made possible by the railroads, which provided transportation of pre-cut detailing from lumber yards to anywhere in the country. The pieces were relatively inexpensive, and many house owners simply attached the detailing to their present homes to update to the more stylish appearance (McAlester and McAlester 1988).

Character-Defining Features:

- National Folk house form
- Façades with patterned wood shingles, cornice-line brackets and porches with spindle work detailing or flat, jigsaw cut trim

- Asymmetrical façade



Plate 41.
Colonial Revival,
2168 Newton Ave.

Colonial Revival

The Colonial Revival style was a dominant style for domestic building throughout the United States during the first half of the twentieth century. **(Plate 41)**. In Southern California, it was predominantly popular from 1895 through World War II for residential properties. The Colonial Revival style is closely related to both the Greek Revival and Neoclassical styles. Hallmarks of the style are a rectangular building form, marked by a double height front portico with Ionic or Corinthian columns, and a symmetrically balanced façade. The one-story cottage forms of the style have a prominent portico. The Neoclassical style is primarily distinguished from the Greek Revival or Colonial Revival styles by its ornate detail. The style was popularized as a result of the Columbian Exposition of 1893, which took a classical theme in its architecture. The exposition received wide publicity, and its “classical” pavilions, which in reality mixed classical and colonial revival architectural elements, created a national interest in the style. The Colonial Revival style can often be found mixed with Neoclassical elements (McAlester and McAlester 1988).

Character-Defining Features:

- Accentuated front door, normally with decorative crown and supported by pilasters
- Doors commonly have overhead fanlights or sidelights
- Façade normally shows symmetrically balanced windows and center door
- Windows in adjacent pairs and double-hung sashes

Mission Revival

The Mission Revival style emerged in California in the late 1880s/early 1890s, around the same time that the Neoclassical and Colonial Revival movement was becoming popular in the eastern United States **(Plate 42)**. Instead of returning to the Georgian styles of the early United States period, however, the Mission Revival style took inspiration from the Spanish history of the area, particularly the architecture of the missions. The Mission Revival style was popular in southern California for both residential and commercial properties.



Plate 42.
Mission Revival
Style, 2161-63
Logan Ave.

The Mission Revival style can be distinguished by its mission-shaped dormer or roof parapet and symmetrical façade. The roof is usually flat (sometimes gabled), with a decorative, arched entry hood or a porch on residences. The porch or hoods are supported by square piers and have a red tile roof covering. The exterior is clad with stucco. Windows are often three-part or paired, symmetrically placed on either side of the entry. Elements of the Mission Revival style may be found mixed with the Spanish Eclectic style.

Character-Defining Features:

- Flat or hipped roof with red clay tile
- Three-part or paired windows placed on either side of entry; Windows that have arched/curved tops or rectangular tops; single-pane; decorative crowns

- Stucco-clad exterior
- Mission shaped dormer or roof parapet
- Decorative, arched entry hood or porch
- Symmetrical façade
- One story

Spanish Eclectic

The Spanish Eclectic style became popular in San Diego following the 1915 Panama-California Exposition (**Plate 43**). Bertram Grosvenor Goodhue oversaw the architecture of the exposition and was inspired by the Spanish colonial architecture of Mexico. Spanish Eclectic, most popular from 1915 to the beginning of World War II, was a more simplified version of that seen at the exposition and was applied to all property types. The style is distinguished by its variety of roof shapes covered with red clay tiles and stucco-clad exterior. Large, decorative, three-part windows or three grouped windows dominate the front of many of the residences built in this style. Other elements that may be incorporated are second-story porches and red tile clad towers or porticos over entryways.

Character-Defining Features:

- Various roof shapes with red clay tiles
- Three-part windows or three grouped windows
- Stucco-clad exterior
- Second story porches, red clay tile clad towers and porticos over entries



Plate 43. Spanish Eclectic Style, 2759 Newton Ave.



Plate 44. Craftsman Bungalow Style, 1028 S. Evans St.

Craftsman Bungalow

The Craftsman Bungalow, also referred to as the “California Bungalow” in other areas of the country, was popular in the early 1900s for use on residential properties (**Plate 44**). It emerged out of the Arts and Crafts movement, the proponents of which desired to return to traditional building materials and techniques. The principles of honest design, often characterized by exposure of structural building elements, were applied to small homes (bungalows), many available from house-kit companies and pattern books to create the Craftsman Bungalow. The bungalow, with its simple structure and popular styling, made home ownership possible for many Americans at the beginning of the 20th century. The style is typically one to one-and-a-half stories, with a low-pitched, gabled roof, has oversized eaves with exposed rafters, and windows placed in groups or bands (City of Los Angeles 2003; McAlester and McAlester 1988).

Character defining features:

- Low-pitched, hipped or gable-front roof with oversized eaves and exposed decorative rafters
- Windows arranged in bands or singly; three-over-one or one-over-one; rectangular top
- Clad with clapboard, shingles, stone, or brick
- Porch, either large or small, supported by columns or piers that begin either at porch floor or from porch balustrade



**Plate 45, Streamline
Moderne Style, 2632
National Ave.**

Streamline Moderne

Influenced by the Cubism and Modern movements taking place in between the two World Wars in Europe, Streamline Moderne (Art Moderne) structures are characteristically smooth walled and asymmetrical, with little unnecessary ornamentation and simple aerodynamic curves of concrete, plaster, and glass block (**Plate 45**). The popularization of this modern style was reinforced by the government during the Depression as government funded New Deal projects such as the 1836-38 San Diego Civic Center (now the County Administration Center) adopted the style as the embodiment of government efficiency. This new streamline style was a stark contrast to the lavishly ornamented Art Deco and Period Revival buildings of the pre-Depression years that had come to represent government waste and excess. Examples of the Streamline Moderne style can be found on almost every building type including commercial, multiple family residential apartments, and some single family residences (adapted from City of San Diego 2007).

Character-Defining Features:

- Flat roofs with coping or flat parapet
- Asymmetrical façade
- Horizontal massing and emphasis
- Smooth stucco or concrete exterior finish
- Horizontal accents, or “speedlines,” and restrained detailing

Block

The Block style was used primarily for commercial properties constructed between the 1920s and 1950s in Barrio Logan (**Plate 46**). The style was economic and simple to construct, and it could be easily adapted to different uses. The most distinguishing feature of the Block style is its plain exterior that lacks any decorative elements. Buildings in this style have a flat roof and either a rectilinear or square footprint. The Block style is commonly seen in a one-story building, although two stories also exist. The exterior is typically clad with stucco, and in some cases may be covered with masonry or wood siding. Large storefront style windows are typically present on the ground floor. In many cases, owners have personalized buildings in the Block style by painting them bright colors, painting their business name on the façade, or applying murals.

Character-Defining Features

- Flat roof
- Large store-front style windows on ground floor
- Stucco-clad exterior or, less commonly, masonry or wood siding
- One or two stories
- Asymmetrical façade



**Plate 46,
Block Style,
2078 Logan Ave.**

Quonset Hut

The Quonset Hut, based on the Nissen Hospital hut designed by the British military during World War I, was designed at the Quonset Point Naval Air Station in Rhode Island in 1941 by the George A. Fuller Company (Plate 47). The Quonset Hut met the military's needs during World War II for a prefabricated, lightweight shelter that could be used in the war effort. Over 153,000 of the half-cylindrical framework structures were built for the war and then were adapted to postwar use. The huts were simple to assemble and their kits contained everything needed including doors, windows, and tools. They were placed on a slab foundation and covered in corrugated metal or other sheet siding. The huts were used for temporary warehousing, defense worker housing, offices, and even residences. Their primary use is industrial properties.



Plate 47.
Quonset Hut Style,
2647 Main St.

The basic hut was redesigned several times and manufactured by different companies during and after the war in different sizes and configurations, but it maintained its arched roof and corrugated metal siding even if the arch did not continue all the way to the foundation in some cases. The Multiple Building version was a hut that could expand on both sides, a feat made possible by using a rectilinear steel frame instead of an arched one on which the arched roof segments were joined to each other with a shallow gutter at their meeting (Chiel and Decker 2005). Technically, the term Quonset Hut refers only to the first design by the Fuller Company, but later redesigns and productions by other companies have also been categorized under the original name.

Character-Defining Features:

- Steel structure with a continuous arch so that wall and roof were one (redesigned version had a lighter I-shaped steel arch with four-foot vertical side walls)
- Corrugated metal surface
- Metal arches bolted to a concrete slab or grade-beams

Minimal Traditional

Minimal Traditional style buildings, most popular between the two World Wars, reflect traditional architectural forms and eclectic styles, but generally display simpler and less extensive decorative architectural detailing than revival styles that came previously (**Plate 48**). Minimal Traditional houses are usually modest in scale with one level, although there are some two-story examples. Common decorative features include small, simple porches, chimneys, and low pitch, shallow eave roofs. Pre-World War II examples reference Streamline Moderne and older styles, and usually have a detached garage. Post-World War II examples often integrate the garage and reflect the emerging Contemporary trends. Though sometimes employing brick or stone materials, this was the first style to typically delete these expensive treatments from the side and rear facades, reflecting the frugal times.



Plate 48. Minimal
Traditional Style,
1205-13 S. 31st St.

The Minimal Traditional style is most prevalent in residential construction, but it is also common in small-scale commercial, retail, and office uses. Minimal Traditional style houses are usually clustered together, especially in 1940s residential neighborhoods, although they can also be found separately as later infill in previously developed neighborhoods (adapted from City of San Diego 2007).

Character-Defining Features:

- Compact size, usually single-story
- Low-pitch gabled or hipped roofs with shallow overhangs
- Simplified details of limited extent, reflecting traditional or modern themes
- Traditional building materials (wood siding, stucco, brick, and stone) emphasizing the street façade

May also have:

- Small front porches
- Simple floor plan with minimal corners
- Modestly sized wood framed windows, occasionally one large picture window
- Detached or attached front-facing garages, frequently set back from the house

Ranch

Tract Ranch style houses proliferated in San Diego and other cities across the country as they experienced rapid growth of the suburbs post World War II (**Plate 49**). Suburban expansion meant larger lots and bigger houses with prominent attached garages and generous front and rear yards. They were also used as infill in older areas of the city. Tract Ranch houses are characterized by rambling, single-story floor plans with low-slope, hipped or gabled roofs. The strong horizontality is accentuated by horizontal fenestration and deep roof overhangs. Exterior materials and detailing are typically traditional. Wall materials used included horizontal wood siding, wood board and batten siding, stone, and brick. Roofs are generally finished with wood shingles.



Plate 49 Ranch Style
1234 S 27th St.

Tract Ranch style design variations include Storybook/Chalet Style, Colonial, Contemporary, Spanish Hacienda, and Western Ranch. In general, Tract Ranch houses are relatively conservative in design, with revival styles features such as paneled wood doors, divided-lite windows, and wood shutters. Ranch tract homes include a variety of forms from relatively modest to large floor plans (adapted from City of San Diego 2007).

Character-Defining Features:

- Low sloped gabled roofs with deep overhangs
- Horizontal massing
- Usually single-story

May also have:

- Attached carports and garages
- Traditional details emphasizing street façade (wood shutters, wood windows, and wide brick or stone chimneys)
- Traditional building materials (wood shingle roofing, wood siding, brick stucco and stone)

Contemporary

The Contemporary style was used for residential and commercial buildings in San Diego during the 1950s and 1960s (**Plate 50**). Contemporary style buildings display features such as angular massing, varied materials use, and unusual roof forms, especially on freestanding commercial buildings. Signage for store front commercial buildings in the Contemporary styles was generally large, with bold free-standing letters attached to building façades that were frequently lighted in order to attract passing motorists. Exterior finishes may be vertical wood siding, concrete block, stucco, flagstone, or even mullion-free glass (adapted from City of San Diego 2007).



Plate 50.
Contemporary
Style, 2697 Main St.

Character-Defining Features:

- Strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs
- Large windows, often aluminum framed
- Non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass

May also have:

- Angular massing
- Sun shades, screens, or shadow block accents
- Attached garages and carports for homes
- Split-level design, especially on sloped residential sites
- Horizontally oriented commercial buildings
- Distinctive triangular, parabolic, or arched forms
- “Eyebrow” overhangs on commercial buildings
- Integrated, stylized signage on commercial buildings

Utilitarian Industrial

Utilitarian Industrial refers to buildings whose architecture is significantly determined by the use of the building (**Plate 51**). For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.



Plate 51.
Utilitarian Industrial
Style, 3520 Main St.

Character-Defining Characteristics:

- Various roof types
- Various window types
- Corrugated metal or masonry
- No ornamentation
- Design based on the use of the building

5.0 SURVEY RESULTS

The following section presents results of the survey, the integrity thresholds for properties included in the survey (Section 5.2), potentially significant individual buildings (Section 5.3) and potential for historic districts (Section 5.4), and archaeology results and Native American consultation (Section 5.5). No designations of individual properties were part of the scope of work though preliminary significance determinations were made based on initial research and architectural integrity.

5.1 SURVEY OVERVIEW

BFSA conducted the historical resources survey of Barrio Logan in July and August of 2008, according to the methodology discussed in Section 2.0. The survey included the review of 484 properties built before 1965 (the general threshold date for consideration of a historic structure) (**Figure 18**). In addition, the survey also reviewed Chicano Park established in 1970 for a total of 485 properties surveyed. One-hundred and twenty-nine properties were found to have potential significance based on City of San Diego significance criterion, which are discussed in more detail in Section 5.3. A complete list of the properties surveyed is provided in **Appendix C**.

The survey revealed that Barrio Logan's character has evolved from a residential neighborhood in the late 1800s to a mixed-use residential, commercial, and industrial hub today, a process that has been shaped by trends in transportation systems and the natural resources of the bay. The residential and commercial development of Barrio Logan between the 1870s and the early 1920s was driven by railroad speculation and the need for residential housing near downtown along the planned railroad route. This combination encouraged land speculators and subdividers to open the land for development. After rail arrived, the residential and commercial areas of Barrio Logan benefited from the jobs the railway provided as well as the availability of local electric railway and streetcars to downtown's commercial center and the harbor.

The spurt of growth along the bayfront in the 1910s and 1920s was facilitated by construction of the new pierhead and filling of the tidelands in the 1910s, which created the bayfront commercial area that was occupied by the growing fishing industry and the military contractors/fabricators. The neighborhood around the industrial bayfront saw changes that were born out of the proximity to the industries, which was reflected in the changing ethnic composition and economic status of the evolving neighborhood. Many residential and commercial buildings were constructed between 1920 and 1950 to accommodate these new residents and the growing community.

With the rezoning of Barrio Logan in the 1950s, industrial uses became entrenched within the residential, commercial, and institutional uses. In the 1960s, the construction of freeways required the destruction of streets in the path of Interstate 5 and the new San Diego-Coronado Bay Bridge. The street plan has remained the same since the 1870s otherwise. The public parks in Barrio Logan (Chicano Park and Cesar Chavez Park) were established after the construction of the bridge as a result of Barrio Logan residents' Chicano activism.



Of the 485 properties included in the survey, the majority (N=312, 64%) are residences. Commercial buildings account for the second largest group of properties (N=133, 27%). Industrial (N=35, 7%), institutional (N=4, 0.8%), and recreational (N=1, 0.2%) account for the remaining properties (Table 2). Seventeen architectural styles were observed (Table 3). Craftsman (N=80) and Folk Victorian (N=44) styles were the most common residential styles, and Block was the most common commercial style (N=66). Both styles date to the early 20th century, when the majority of the properties included in the survey (N=271) are estimated to have been constructed, between circa 1920 and the late 1950s, more specifically. That period in Barrio Logan is associated with the Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s – 1950s) theme and Later Industrial and Naval Bayfront Development (1940s – 1950s) theme (Table 4).

Table 2
Property Types Identified

Property Type	No. Identified
Residential	312
Commercial	133
Industrial	35
Institutional	4
Recreational	1
Total:	485

Table 3
Architectural Styles Identified

Architectural Style	No. Identified
Block	67
Colonial Revival	34
Contemporary	11
Craftsman	79
False-Front Commercial	5
Folk Victorian	45
Italianate	8
Minimal Traditional	15
Mission Revival	17
Queen Anne	10
Quonset Hut	6
Ranch	3
Second Empire	1
Spanish Eclectic	5
Streamline Moderne	18
Utilitarian	16
Undetermined	144
Total:	484*

**Chicano Park not included in the architectural style listing*

Table 4
Distribution of Properties by Barrio Logan Historic Themes

Barrio Logan Historic Theme	Estimated Construction Dates	No. Identified
<ul style="list-style-type: none"> Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s) Early Industrial Bayfront Development (1880s-1930s) 	1870 - 1879	4
	1880 - 1889	19
	1890 - 1899	11
	1900 - 1909	33
	1910 - 1919	62
<ul style="list-style-type: none"> Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s) Later Industrial and Naval Bayfront Development (1940s-1950s) 	1920 - 1929	101
	1930 - 1939	26
	1940 - 1949	144
Chicano Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s-present)	1950 - 1959	34
	1960 - 1969	46
	1970	1
	Undetermined	4

The survey indicated that there are no large concentrations of a single architectural style or concentrations of a particular period of historical buildings. Property types (residential, commercial, industrial, institutional, and recreation) are dispersed throughout Barrio Logan. Many residences have accessory structures behind or attached that constitute additional single-family residences or apartments. This is a trend in property use that occurred during the 1920s to 1950s period (during the period of Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus [1920s-1950s]). Because of the zoning changes of the 1950s that allowed for mixed uses, the industrial/commercial in-fill and wide-scale demolition of residences over the past fifty years has changed the setting of the neighborhood and affected the architectural integrity of the historic residential area (Chicano Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism [1960s-present]).

The majority of the residential and commercial structures have been altered from their historic state, which has compromised their architectural integrity. Nevertheless, the modifications made by Mexican-American residents to structures which may have compromised the architectural integrity may still have historic validity as cultural contributions to the landscape and may be considered historically significant in relation to the themes of Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s) and Chicano Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s-present).

The survey for Barrio Logan did not include the review of building records, and therefore, the researchers did not have the opportunity to determine how many of the structures might be associated with

identifiable architects. Previous surveys and recorded sites did reveal the architects responsible for some structures; however, very few architects were associated with any of the surveyed buildings.

Four buildings appear to have been moved to Barrio Logan from elsewhere, judging by their early architecture but late appearance on historic Sanborn maps. The properties identified as potential “*move-ons*” are the streetcar at 2154 Logan Avenue, and the residences at 2080-2082 Newton Avenue, 2981 Boston Avenue, and 1020 S. 26th Street. It is likely that there are other *move-ons* that were not identified in this reconnaissance survey, but which would be revealed with focused research.

5.2 IDENTIFICATION OF INTEGRITY THRESHOLDS

Due to general nature of the reconnaissance survey, no CEQA evaluations of properties were undertaken as part of the current effort; however, the City requested that preliminary architectural integrity assignments and California Historic Resources Status Codes be applied to the properties identified during the survey to form as a basis for future study. Table 5 describes the types of modifications seen in Barrio Logan buildings and how they impacted the architectural integrity of the buildings.

Table 5
Architectural Integrity Thresholds Applied in Survey

	Modifications that <u>Mildly</u> Impair Architectural Integrity	Modifications that <u>Moderately</u> Impair Architecture Integrity	Modifications that <u>Significantly</u> Impair Architectural Integrity
General Characteristics	<ul style="list-style-type: none"> • Easily reversed • Minimal • Does not modify or result in loss of original historic fabric • Restoration easily achieved through Mills Act conditions • Minimal cost and effort 	<ul style="list-style-type: none"> • Somewhat easily reversed • Minimal to moderate impact to the resource • May slightly modify or result in loss of some original fabric • Restoration may be achieved through Mills Act conditions • Moderate cost and effort 	<ul style="list-style-type: none"> • Not easily reversed • Moderate to significant impact to the resource • Modified or resulted in the loss of original historic fabric • Architectural style difficult to detect. • Would require restoration prior to designation • More significant cost and effort
Types of Modifications	<ul style="list-style-type: none"> • Wrought iron security bars • Inappropriate awnings • Non-historic paint • Landscape features and overgrowth • In-kind replacement of roofing • Window screens 	<ul style="list-style-type: none"> • Windows replaced within the same opening • Inappropriate roofing • Replacement of Porch Railings and Posts • Added veneers (i.e. brick, stone) • Inconsistent stucco texture 	<ul style="list-style-type: none"> • Windows replaced in new or altered openings • Replacing one siding type with another (i.e. wood to stucco) • Additions which do not respect scale, spatial relationships, and character defining features
Integrity	Good	Fair	Poor

The table below provides the California Historical Resources Status Codes used in the current effort and their meanings.

Table 6
California Historical Resources Status Codes Applied in Reconnaissance Survey

Status Code	Meaning
5S1	Individual property that is listed or designated locally.
5S2	Individual property that is eligible for local listing or designation.
5S3	Appears to be individually eligible for local listing or designation through survey evaluation.
7R	Identified in Reconnaissance Level Survey: not evaluated.

5.3 IDENTIFICATION OF POTENTIALLY SIGNIFICANT PROPERTIES

During the survey, buildings were identified that may be considered individually significant are based on City of San Diego Criterion C and the architectural integrity thresholds discussed above. Table 7 lists potentially significant properties, other properties may be determined to be potentially significant with additional research. **Appendix C** includes a full listing of the properties surveyed and the integrity findings.

An additional group of properties were identified that have the potential of being significant because they may exemplify or reflect special elements of the community or neighborhood's historical, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development (City of San Diego Criterion A). These are listed in Table 8. The majority of the properties listed in Table 8 are associated with the theme Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s), which was the period in which the Mexican American community became the dominant population group in Barrio Logan. It was also the period during which Barrio Logan's residential and commercial growth was most substantial. One property (2174 Logan Ave.) is associated with the period of earliest residential and commercial development in Barrio Logan (Residential and Commercial Development in the Era of Railroads and Streetcars [1870s-1920s]). Chicano Park is recognized as an important historic site associated with the theme of Chicano Political Activism (1960s-present).

The properties identified as potentially significant have been assigned a "5S3" California Historical Resources Status Code as shown in Figure 19. Those already locally listed have been assigned a "5S1" Status Code and include Chicano Park and Murals (HRB# 143), the George Kostakos Commercial Building located at 1701-1715 National Ave. (HRB# 799), and the Aztec Brewery (HRB #223). The Kelco Historical Community Mural (1935 Harbor Drive), completed in 1993, was previously determined significant and has been assigned a "5S2" California Historical Resources Status Code. The mural represents the history and future of Barrio Logan including the people, the waterfront industries and sea

life. Because the buildings listed below represent the results of a reconnaissance level survey, additional intensive level analysis will be required before any determination of significance is made.

Table 7
Potentially Significant Individual Buildings
Based on City of San Diego Criterion C

Property Address	Architectural Style	Est. Date of Construction	Integrity
951-961 S. 16 th St.	Art Deco	1924	Good
940-950 S. 26 th St.	Folk Victorian	1911	Good
1008 S. 26 th St.	Craftsman Bungalow	1935	Good
1020 S. 26 th St.	Craftsman Bungalow	1935	Fair
1029 26 th St.	Craftsman Bungalow	1921	Fair
1219 S 30 th St.	Undetermined	1914	Good
1205-1215 S. 31 st St.	Minimal Traditional	circa 1945	Fair
1220 S. 31 st St.	Craftsman Bungalow	circa 1945	Good
1032 Beardsley St.	Craftsman Bungalow	1918	Good
2901 Boston	Colonial Revival	1906	Good
2981 Boston	Italianate	1881-1887	Good
2836-3838 Boston Ave.	Craftsman Bungalow	1918	Good
2939-2941 Boston Ave.	Mission Revival	1927	Good
1016 Cesar Chavez	Craftsman	1920	Fair
1102 Cesar Chavez	Queen Anne	1887	Fair
3554 Dalbergia	Block	1950s	Good
3561 Dalbergia	Utilitarian	1960s	Good
3586 Dalbergia	Utilitarian	1960s	Good
3611 Dalbergia	Block	1960s	Good
3645 Dalbergia	Block	1960s	Good
3647 Dalbergia	Block	1960s	Good
3665 Dalbergia	Block	1960s	Good
3683 Dalbergia	Block	1960s	Good
3715 Dalbergia	Block	1960s	Good
3768 Dalbergia	Contemporary	circa 1960	Good
3781 Dalbergia	Block	1950s	Good
925 S. Evans	Craftsman Bungalow	1920	Good
1021 S. Evans	Craftsman Bungalow	1918	Good
1028 S. Evans St.	Craftsman Bungalow	1913	Good

Property Address	Architectural Style	Est. Date of Construction	Integrity
1032 S. Evans St.	Craftsman Bungalow	1918	Good
1107-1115 S. Evans St.	Craftsman Bungalow	1915-1920	Fair
2295 Harbor Dr.	Block	circa 1945	Good
1667 Logan Ave.	Queen Anne	1880	Good
1673 Logan Ave.	Queen Anne	1880	Good
1679 Logan Ave.	Colonial Revival	1920	Fair
1681 Logan Ave.	Colonial Revival	circa 1920	Good
1684 Logan Ave.	Utilitarian	1950s	Good
1685 Logan Ave	Colonial Revival	1931	Good
1695 Logan Ave	Colonial Revival	1931	Good
2075 Logan Ave.	Colonial Revival	1897	Good
2085 Logan Ave.	Italianate	1880	Good
2107 Logan Ave.	False Front Commercial	1905	Fair
2166 Logan Ave.	Folk Victorian	1910	Fair
2174 Logan Ave.	Queen Anne	1893	Good
2201 Logan Ave.	Colonial Revival	1909	Good
2215 Logan Ave.	False-Front Commercial	1907	Good
2219 Logan Ave.	Folk Victorian	1910s	Fair
2225 Logan Ave.	Folk Victorian	1915	Fair
2241-2249 Logan Ave.	Colonial Revival	Circa 1906	Fair
2250 Logan Ave.	Block	1950s	Good
1709 Main St.	Utilitarian	1940s	Good
1894 Main St.	Block	1930	Good
1979 Main St.	Utilitarian	1960s	Good
2646 Main St.	Utilitarian	1960s	Good
2647 Main St.	Quonset Hut	circa 1945	Good
2697 Main St.	Contemporary	1960s	Good
2704 Main St.	Utilitarian	1960s	Good
2940 Main St.	Craftsman Bungalow	circa 1920	Good
3012 Main St.	Colonial Revival	Circa 1915	Fair
3078-3080 Main St.	Colonial Revival	circa 1920	Good
3086-3088 Main St.	Craftsman	circa 1920	Good
3520 Main St.	Utilitarian	1960s	Good
3592 Main St.	Block	1960s	Good
1600-1616 National Ave.	Block	circa 1930	Good
1603 National Ave.	Utilitarian	circa 1945	Good

Property Address	Architectural Style	Est. Date of Construction	Integrity
1659 National Ave.	Block	circa 1945	Good
1724 National Ave	Folk Victorian	1900	Fair
1744 National Ave.	Folk Victorian	1906	Fair
1752 National Ave	Italianate	1880	Fair
1822 National Ave	Colonial Revival	1924	Fair
1832 National Ave	False-Front Commercial	1905	Fair
1831-1833 National Ave.	Italianate	1903	Good
1864 National Ave.	Block	1960s	Good
1897 National Ave.	Streamline Moderne	circa 1945	Good
2021 National Ave.	Colonial Revival	1913	Good
2084 National Ave.	Craftsman	1920	Fair
2090 National Ave.	Folk Victorian	1890	Fair
2119 or 2121 National Ave.	Colonial Revival	circa 1920	Good
2129 National Ave.	Colonial Revival	1925	Good
2136 National Ave.	Contemporary	1960s	Good
2148 National Ave.	Folk Victorian	1900	Fair
2168 National Ave.	Folk Victorian	circa 1915	Good
2177 National Ave.	Craftsman	1910	Good
2255 National Ave.	Block	circa 1960	Good
2285 National Ave.	Colonial Revival	1913	Good
2292 National Ave.	Utilitarian	circa 1950	Good
2632 National Ave.	Streamline Moderne	circa 1945	Good
2644 National Ave.	Folk Victorian	circa 1920	Good
2652 National Ave.	Folk Victorian	circa 1887	Good
2029-2031 National Ave.	Folk Victorian	1880	Fair
2059-2061 National	Craftsman	1918	Fair
2234-2238 National	Minimal Traditional	1940	Fair
2616-2618 National	Mission Revival	1923	Fair
1865 Newton Ave.	Craftsman	1920	Fair
1869 Newton Ave.	Craftsman	1920	Fair
1875 Newton Ave.	Block	circa 1960	Fair
2022 Newton Ave.	Block	1960s	Good
2046 Newton Ave.	Contemporary	1960s	Good
2109 Newton Ave.	Utilitarian	circa 1950	Good
2152 Newton Ave.	Colonial Revival	1920	Fair
2168 Newton Ave.	Colonial Revival	circa 1920	Good

Property Address	Architectural Style	Est. Date of Construction	Integrity
2170 Newton Ave.	Colonial Revival	circa 1920	Good
2205 Newton Ave.	Contemporary	1960s	Good
2240 Newton Ave.	Colonial Revival	circa 1920	Good
2272 Newton Ave.	Block	circa 1965	Good
2618 Newton Ave.	Colonial Revival	1912	Good
2619 Newton Ave.	Queen Anne	1898	Fair
2653 Newton Ave.	Folk Victorian	1910	Fair
2685 Newton Ave.	Folk Victorian	circa 1910	Fair
2701 Newton Ave.	Craftsman	1920	Fair
2759 Newton Ave.	Mission Revival	1925	Good
2080-2082 Newton Ave.	Queen Anne	1890	Good
2658-2662 Newton Ave.	Craftsman	1920	Fair
1531 Rigel St.	Utilitarian	circa 1960	Good
934 Sampson St.	Craftsman Bungalow	circa 1945	Good
938 Sampson St.	Craftsman Bungalow	circa 1945	Good
1027 Sampson St.	Craftsman Bungalow	circa 1945	Good
1037 Sampson St.	Craftsman Bungalow	circa 1945	Good
1025 Sicard St.	Contemporary	circa 1960	Good
1028 Sicard St.	Craftsman Bungalow	circa 1920	Good
1030 Sicard St.	Craftsman Bungalow	1914	Good
1034 Sicard St.	Craftsman Bungalow	1914	Fair
1038 Sicard St.	Craftsman Bungalow	1914	Good

Table 8
Potentially Significant Individual Properties
Based on City of San Diego Criterion A

Property Address	Additional Information (Brandes 1983; City of San Diego 1990; Logan Heights Historical Society)	Est. Date of Construction	California Historic Resource Status Code
1784-1786 Newton Ave.	This property was bought in 1926 and housed the New Mexico Tortilla factory which had one of the first electric tortilla makers in the city. The store delivered food to Old Town and also sold food to cannery workers. In the 1980s the New Mexico Café moved to the adjacent property on the corner of Newton and Beardseley. The family-owned restaurant is still in business today.	1929	5S3

Property Address	Additional Information (Brandes 1983; City of San Diego 1990; Logan Heights Historical Society)	Est. Date of Construction	California Historic Resource Status Code
1800 Logan Ave.	The Corona Outfitting Co. occupied this building between 1943 and 1948. It may have housed Amador's Market previously. Corona Furniture Co. moved to 1816 Logan (no longer standing) in the late 1940s and is now located at 3161 National Ave.	circa 1940	5S3
1857 Logan Ave.	This tortilleria and Mexican restaurant was established in 1933 at this location by Nativada and Petra Estudillo and is it still operated by the family today.	circa 1933	5S3
2154-2158 Logan Ave.	This lot contains a Victorian style residence, which is partly hidden by a streetcar that is situated on the front of the lot. The streetcar was purchased by a former owner after World War II when the local line was shut down in 1947. He converted it for use as a restaurant.	1895/1930	5S3
2171-2177 Logan Ave.	This building was used as a movie theatre throughout the 1920s and 1930s. Part of the building was occupied by a cigar store in at least 1925. The building also housed apartments.	1915	5S3
2174 Logan Ave.	This Folk Victorian home was occupied by C. Clarence Park in at least 1907. Park and business partner Sherman Grable founded the Park-Grable Investment Co., which was active in the development of real estate in Barrio Logan.	1910	5S3
2184-2196 Logan Ave.	The building was built for the San Diego Trust and Commerce Bank in the Mission Revival style. It was joined by a dry goods store (1925-1933), electrical repair shop (1925-1933), and a Safeway grocery store (1925-1954) two years later. In 1927, the Bank of Italy absorbed San Diego Trust and Commerce Bank, which was subsequently reorganized as the Bank of America in 1931, serving the area until 1958. The property became a tortilla factory in 1977.	1923	5S3

5.4 IDENTIFICATION OF HISTORIC DISTRICTS

Barrio Logan represents a mix of different historic periods, modified structures, and various architectural styles that are interspersed with commercial and industrial uses. In particular, industrial infill and wide-scale demolition, which began in earnest in the 1950s, has resulted in a low concentration of geographically continuous historical properties. Furthermore, the low architectural integrity of most of the extant properties has exempted them from consideration as contributors to a district. No historic districts were identified within Barrio Logan as a result of the survey, although a concentration of potentially significant buildings was found between Logan Ave and Newton Ave, generally bounded by Chicano Park on the northwest and S 26th on the southeast.

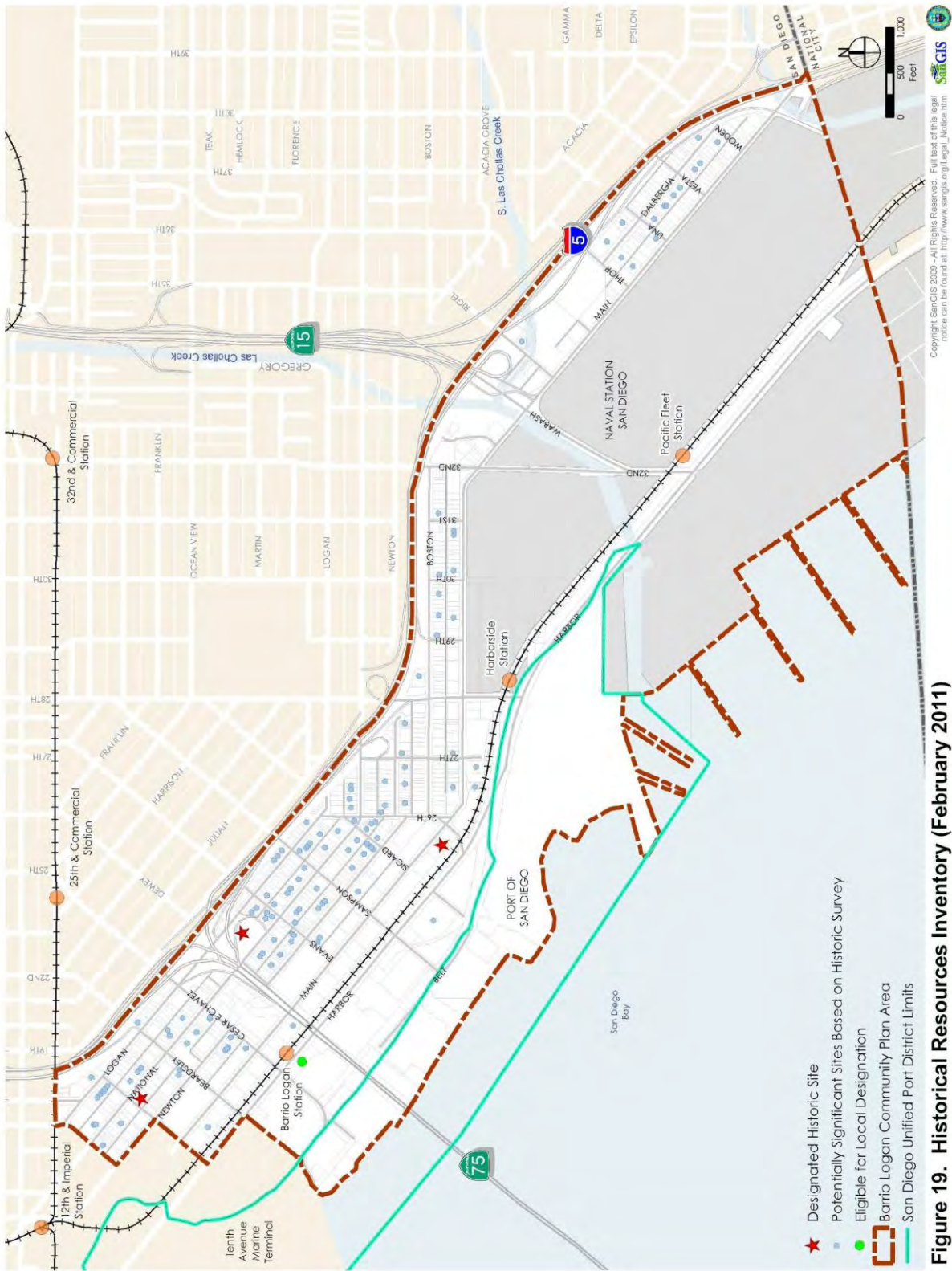
Although two of the previous historic resources surveys (Brandes 1983 and City of San Diego 1990) made historic district recommendations, those recommendations are not considered relevant based on the findings of this study. The previous surveys' recommendations for districts were based on the inclusion of many buildings that have since been demolished or significantly altered. Additionally, the districts included areas outside of Barrio Logan.

5.5 ARCHAEOLOGY AND NATIVE AMERICAN CONSULTATION

Historic archaeological deposits have been identified within Barrio Logan, notably in those locations where archaeological monitoring has been required for large development projects. Discoveries associated with the historic period include cisterns, privies, trash deposits, and foundations. The ability of any of these features to provide the types of data necessary to address research questions related to the residents and the development of the community over time is dependent upon the presence of historic artifacts that represent the material cultural of the occupants of this particular location. Several examples exist from recent archaeological monitoring programs that indicate that the potential is very high within the community area to discover features with associated historic artifacts that reflect the local population. One example is a cistern discovered at the Mercado de Barrio project in 1998 that produced a substantial quantity of bottles, containers, clothing, newspapers from World War I, and a wide spectrum of personal items and manufactured goods dating from the early 1900s until the 1950s. As development projects materialize in the future, similar discoveries are anticipated that will help to advance our understanding of the economic development of the area and the changes in the ethnicity of the neighborhood as reflected in the archaeological stratigraphy.

The potential to discover prehistoric sites or deposits within Barrio Logan is highest in those areas near Chollas Creek (Near “Indian Point”) or along the original tidelands. Patterns of occupation sites and subsistence-based camps illustrated in the records searches for the bay area indicate that both Archaic and Late Prehistoric cultures focused on areas with access to fresh water and marine resources. The large prehistoric sites recorded at the mouth of Chollas Creek (on the southeastern portion of Barrio Logan) are examples of the importance of fresh water and marine resources needed to sustain a large prehistoric population over time. The potential of any prehistoric sites to contribute to research questions regarding cultural occupation along the bay over the past 8,000 years is considered high; however, the existence of sites further away from Chollas Creek or the bay is uncertain, because archaeological surveys have not been conducted and the ability to discern prehistoric sites in the highly urban environment is impacted by the historic development. Depositional patterns at occupation sites elsewhere around the bay have documented good preservation of shell and fish remains, as well as hearth features, midden deposits, and even human burials.

Native American representatives were contacted as part of the survey regarding potential cultural concerns related to prehistoric sites or Traditional Cultural Properties (TCP’s) within the community plan boundaries. The records search data from the archaeological study of the plan area was shared with Mr. Clint Linton of the Santa Ysabel Reservation. Based upon the record search data, the project area is considered to have minimum research potential, except in those areas on the southeast side of the community plan area where recorded sites SDI-12,090 and SDI-12,092 represent a prehistoric village situated at the mouth of Chollas Creek. This village area has been disturbed; however, components of these sites may still exist beneath the historic and modern development layers. Mr. Linton has expressed the Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts. These recommendations are included in Section 6.0.



6.0 RECOMMENDATIONS

Based on the findings of the Barrio Logan Historical Resources Survey, the following recommendations have been proposed for the treatment and preservation of the community's historical resources.

- **Conduct additional research on buildings identified as potentially significant in the survey report to evaluate their eligibility for listing in the City of San Diego Historical Resources Register.**

These buildings were identified as potentially significant because they may exemplify or reflect special elements of the community or neighborhood's historical, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development (City of San Diego Criterion A) or because they embody distinctive characteristics of a style, type, period or method of construction (City of San Diego Criterion C). Additional research would provide the information necessary to evaluate whether they are eligible for listing in the City of San Diego Register.

- **Identify additional buildings that may have been missed during the survey.**

The Barrio Logan survey only included buildings visible from the street and did not attempt to record structures on the rear of properties or along alleys. As the historic context indicates, there are potentially a considerable number of buildings that were not covered by the current survey constructed before 1965 behind older residences. The study of these obscured or inaccessible structures could provide a more complete understanding of Barrio Logan's development history.

- **Commission a Mexican American Cultural Landscape and Oral History Study**

Most historic resources surveys, including the current one, identify architecturally significant or important historic districts. Yet in a community that has a strong cultural history such as that of the predominantly Mexican American community of Barrio Logan, the group's impacts to the landscape are more complex than a list of individual buildings or districts. The Mexican American's contribution to the "sense of place" in Barrio Logan should be considered a historic vernacular landscape, worthy of study and preservation measures. The characteristics of this landscape may not be immediately evident to an untrained surveyor or may have not been previously recognized as a significant manifestation of the Mexican American culture on the landscape, although some preliminary observations have been introduced in the historic context (Section 4.0). A preservation initiative such as a cultural landscape study should contain an oral history element to learn of the properties important to the community for their cultural value and elements of the landscape that had historic significance to the Mexican American community in particular.

There has been no systematic effort in the United States to identify the cultural landscapes that mark the contributions of Mexican Americans to the nation's development as has been done with African Americans, women, and labor history (Alanen and Melnick 2000). The National Park Service has published some guidance for the preservation of cultural landscapes in *Preservation Brief 36: Protecting Cultural Landscapes, Planning, Treatment and Management of Historic Landscapes* and the more complete *Secretary of the Interior's Standards for Treatment of Historic Properties Guidelines for the Treatment of Cultural Landscapes*. Nevertheless, the guidelines emphasize primarily historic designed

landscapes (such as parks and estates) or historic sites (such as battlefields and president's house properties) and not historic vernacular landscapes such as the one in Barrio Logan. Efforts in mainly Asian American and African American historic communities may be more useful as examples.

Key to a successful preservation will be choosing the type of preservation action that should be applied to the landscape. The most ideal approach to protecting the Barrio Logan cultural landscape will likely be a combination of preservation and rehabilitation. Of the many Mexican American contributions to Barrio Logan, murals and shrines are likely to be the ones best treated by preservation. Rehabilitation is the approach that will likely be best applied to other elements of the landscape such as enclosed and personalized front-yards and the use of color to fill blank walls. In the case of enclosure, for instance, rehabilitation would likely have less emphasis on the actual historic fabric itself (such as the age of the fencing material) than on the concept of enclosure itself. The same may be true of the use of bright colors, advertising, and graffiti. Those elements would remain but would be free to evolve over time.

- **Conduct project-specific Native American consultation**

BFSA consulted with Mr. Clint Linton of the Santa Ysabel Reservation to form the following recommendations concerning cultural resources within Barrio Logan to express the Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts. Mr. Linton also submitted a brief letter stating his agreement (**Appendix A**).

For future undertakings within Barrio Logan the City should consult, or mandate applicant consultation, with the Native American Heritage Commission (NAHC) early in the project planning, design and environmental compliance process by notifying the NAHC and concerned Native American parties of the following:

- a. The exact location of the undertaking.
- b. The nature and extent of the proposed project (i.e., road widening, parcel development, and its proposed impact on the environment.
- c. Results obtained from the cultural resources inventory, including descriptions of, and National Register eligibility determinations for, sites affiliated with Native American occupation or use.
- d. The potential of the project to impact significant sites and/or those localities of cultural or religious significance.
- e. As early in the project planning and development process as possible, the lead agency should acknowledge the presence of specific sites or areas deemed by as Traditional Cultural Properties (TCPs) and/or Sacred Sites.
- f. As required by city ordinance, it is recommended that sensitive information provided by the NAHC or concerned parties be protected and not released in a public forum without the express written consent of the NAHC or its representative.

Treatment

Projects that may impact cultural resources should allow concerned Native American parties an opportunity to comment on or participate in any treatment plan for any sites with cultural and religious significance to the Native American community, as follows:

- a. It is recommended that wherever feasible, the cultural resource should be avoided by the proposed activity and preserved.
- b. Where avoidance is not a feasible alternative and this determination has been documented accordingly, treatment should be carried out in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, coupled with guidelines established by CEQA and local ordinances.
- c. It is recommended that a Native American monitor be present for all phases of archaeological investigations or construction activities that may affect significant cultural resources within the plan area.

Native American Graves

In the event that Native American burials are anticipated or inadvertently discovered during controlled archaeological excavations or any phase of construction, it is recommended that the concerned parties shall seek to avoid direct and indirect impacts to the site(s) as the primary mitigation alternative. Treatment of sites containing human remains, funerary objects, sacred objects or objects of cultural patrimony should proceed according to applicable laws and in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA; 43 CFR 10), as appropriate, and any agency-specific rules and procedures for handling such matters. In addition, if human remains are uncovered, it is recommended that no further disturbance of the site shall occur until the County Coroner has made the necessary finds as to origin and disposition of the remains. It is recommended that the following actions be taken directly upon discovery of human remains:

- a. All work in the area of the discovered human remains shall stop immediately and the County Coroner shall be contacted.
- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the NAHC.
- c. The NAHC will immediately notify the person it believes to be the MLD of the deceased Native American.
- d. The MLD has 48 hours to make recommendations to the owner or representative, for treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the owner does not accept the descendant's recommendations, the MLD may request mediation by the NAHC.

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APPENDIX A

Native American Consultation Response



Red Tail Monitoring & Research, Inc.

Memorandum of Record

Re: Barrio Logan Community Plan Amendment.

To Whom It May Concern,

4-23-09

After review of the above reference document, Red Tail Monitoring & Research, Inc. agrees with the recommendations outlined by Brian F. Smith and Associates. Further we agree to provide Native American Monitoring/Consulting services as needed for the duration of this endeavor.

Please feel free to contact me directly with any questions or concerns,

Thank you,

Sincerely,

Clint Linton
Kumeyaay, Tribal Consultant

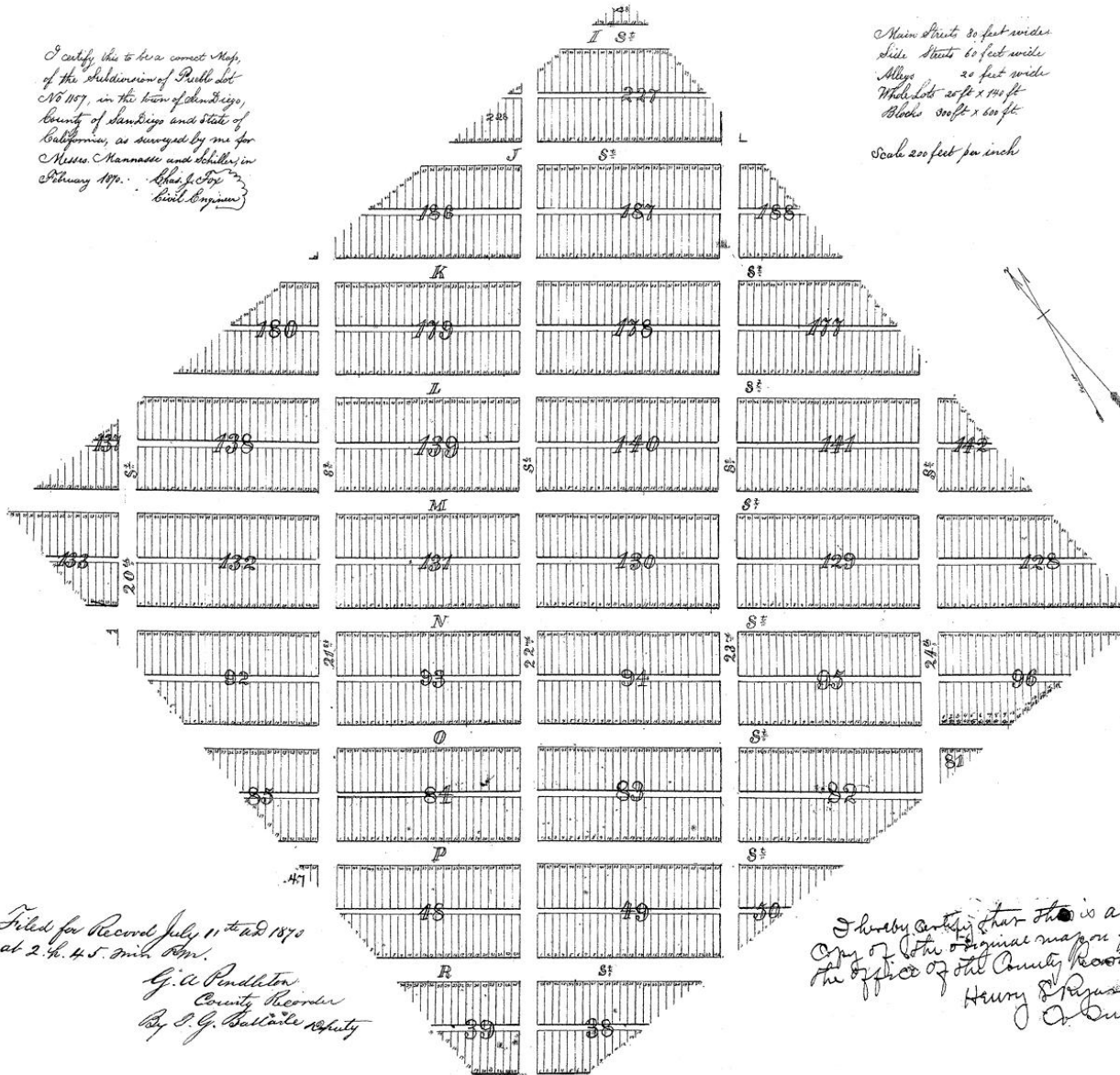
Red Tail (760) 803-5694 P.O. Box 507 Santa Ysabel, CA 92070

APPENDIX B

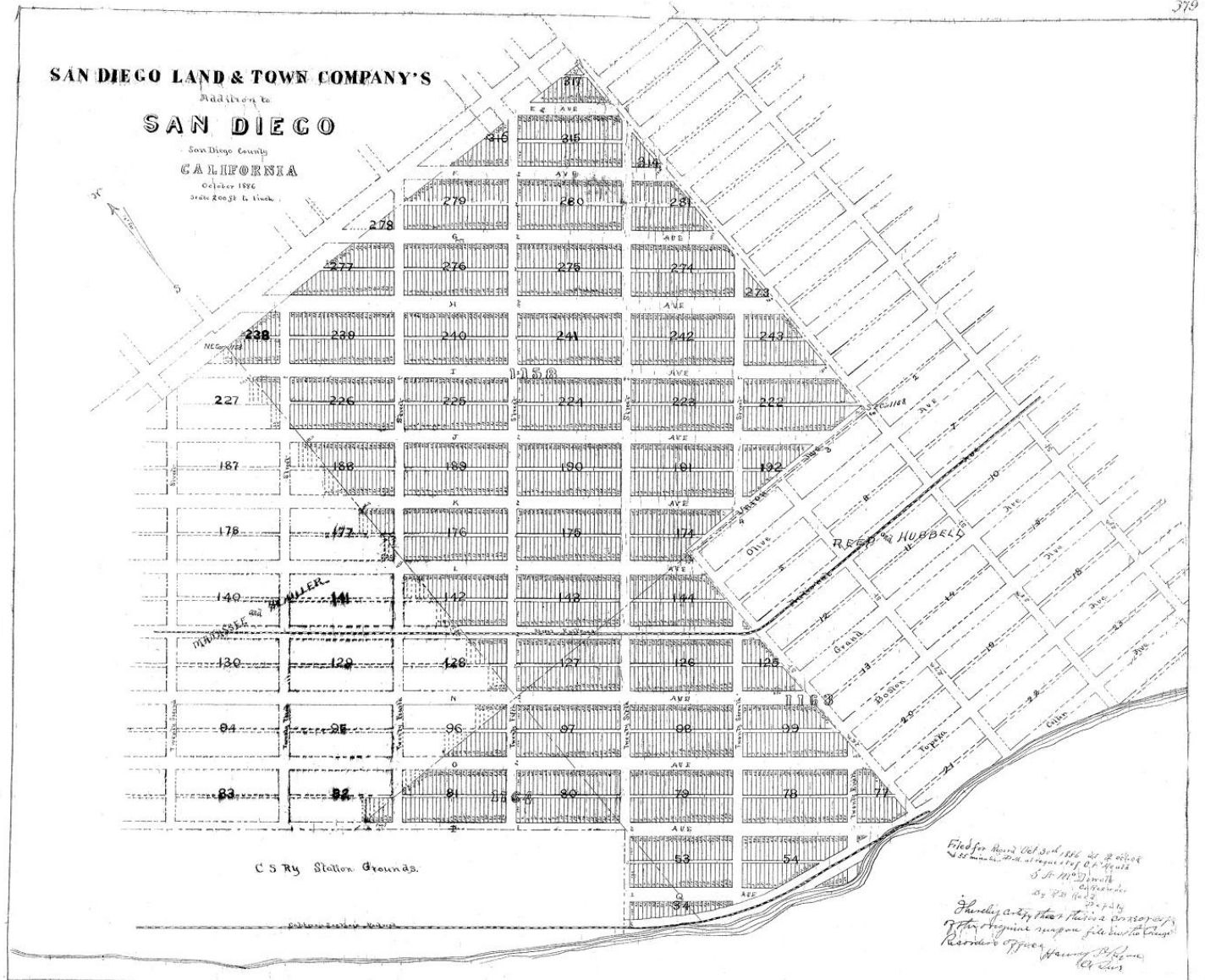
**Barrio Logan Community Plan Area
Subdivision Maps**

I certify this to be a correct Map,
of the Addition of Puller lot
No 1147, in the town of San Diego,
County of San Diego and State of
California, as surveyed by me for
Messrs. Manasse and Schiller, in
February 1870. *Chas. J. Fox*
Civil Engineer

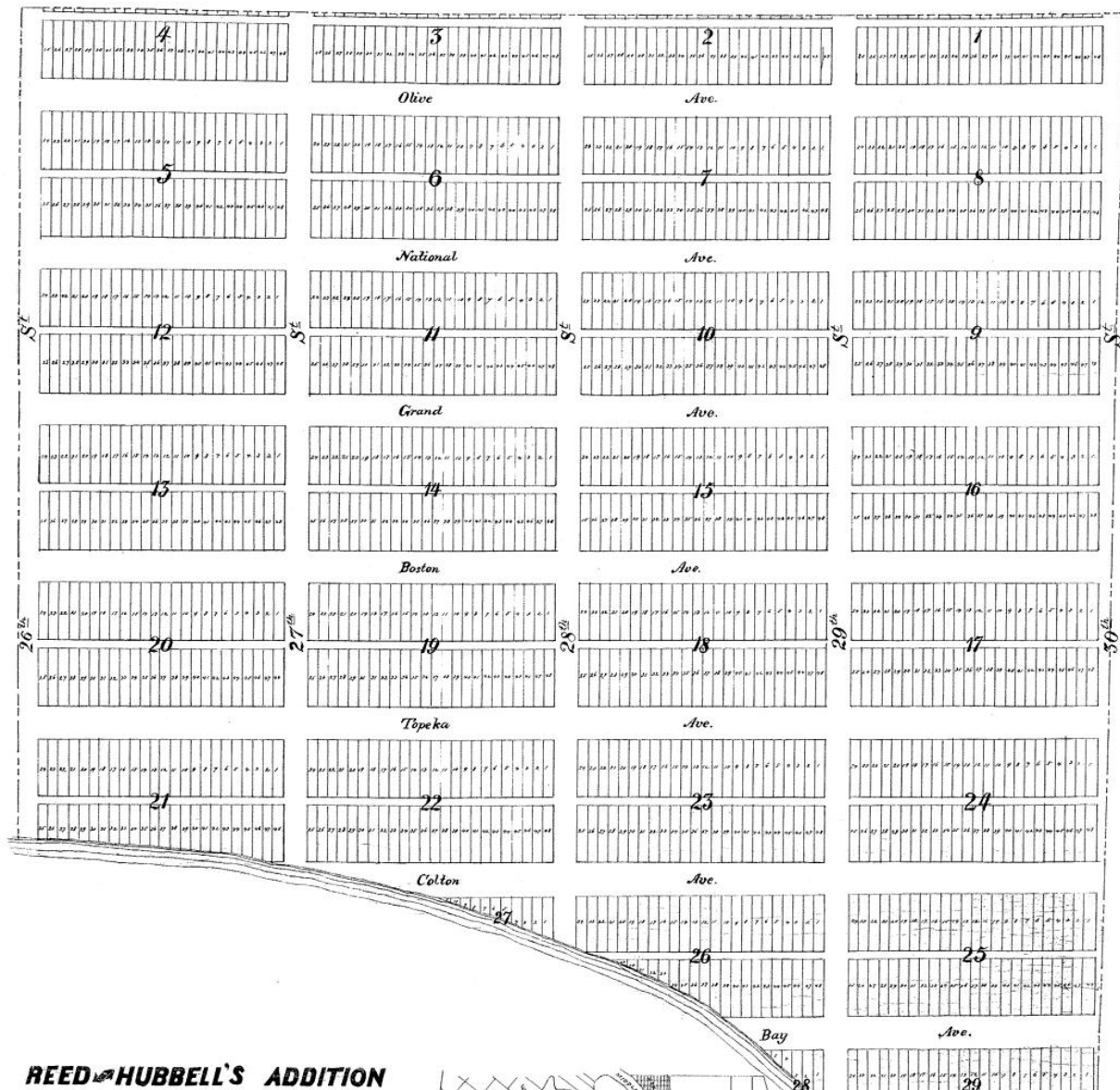
Main Streets 80 feet wide
Side Streets 60 feet wide
Alleys 20 feet wide
Wholesale 20 ft x 140 ft
Block 50 ft x 500 ft
Scale 200 feet per inch



Manasse and Schiller's Addition



San Diego Land and Town Company's Addition



**REED & HUBBELL'S ADDITION
TO SAN DIEGO,
CALIFORNIA.**

Being a subdivision of W $\frac{1}{2}$ Pueblo Lot 1162
and E $\frac{1}{2}$ Pueblo Lot 1163

AS SURVEYED BY
O. N. Sanford
County Surveyor
1886.

Quarter Section.

We approve the above
plan D. C. Reed
and Hubbell

Filed June 30th 1886
at 5th P.M.
S. A. McDowell
County Recorder

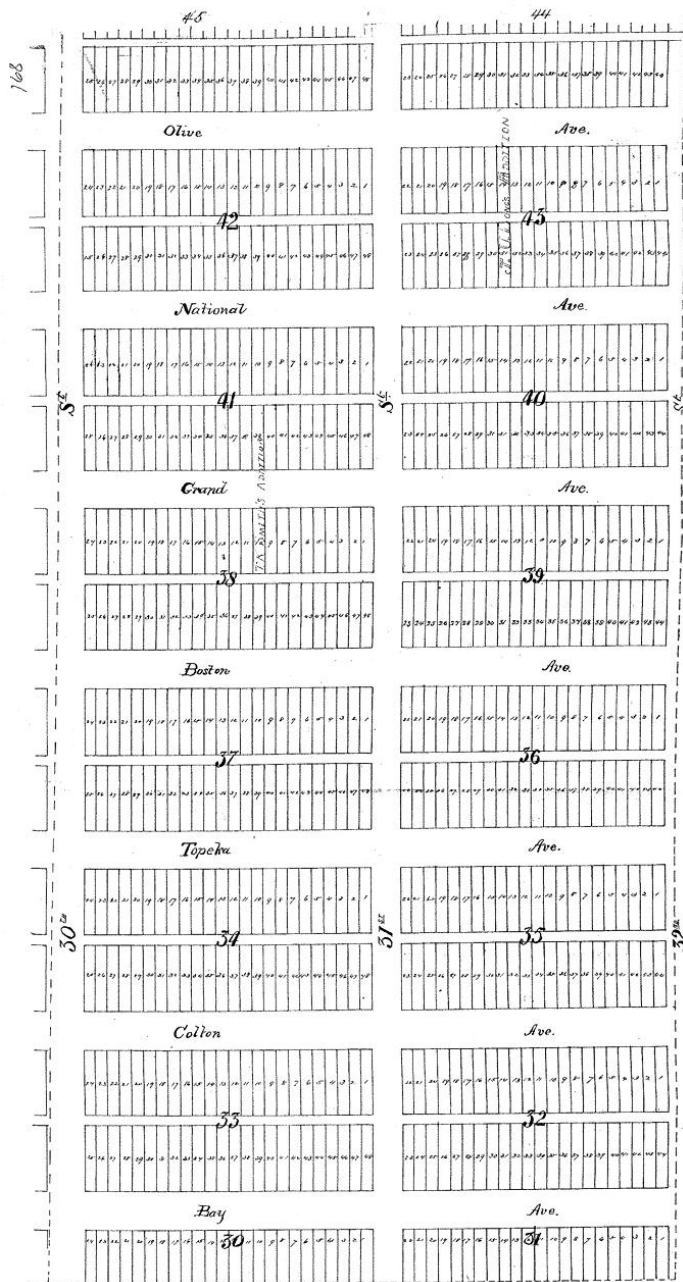
EXPLANATION:
Dotted line shows
original survey
lines; solid line
shows the new
survey lines; and
the line between
the new and old
survey lines is
the line of the
original survey.



MARGINAL MAP
SHOWING LOCATION OF REED & HUBBELL'S
ADDITION TO SAN DIEGO.

I hereby certify that this is a correct
copy of the original map of the above
County Recorder's office Henry A. Reed
San Diego

Reed and Hubbell's Addition



I hereby certify that this is a
correct copy of the original
map on file in the County
Recorder's Office
Henry J. Brown
Recorder

H.P. WHITNEY'S ADDITION TO SAN DIEGO, CALIFORNIA

We hereby approve
of the above plan

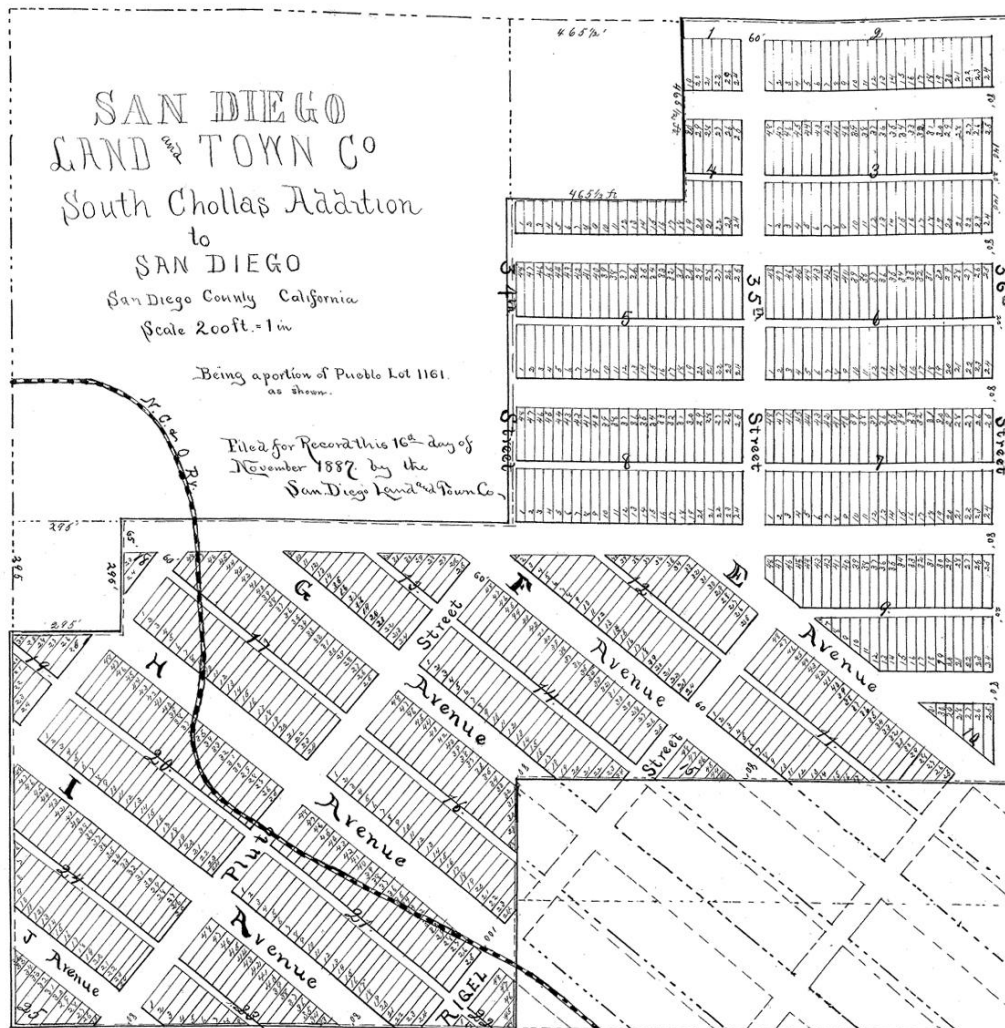
Being the East 1/2 of Pueblo Lot 1152
AS SURVEYED BY
O.N. Sanford

July 1886

T.K. SMITH'S ADDITION
TO SAN DIEGO
J. ULONG'S ADDITION
TO SAN DIEGO

Recorded for record July 8th 1886
at 11 A.M. in the County
Recorder's Office
request of H.P. Whitney, J.K. Smith
and J. U. Long

H. P. Whitney's Addition

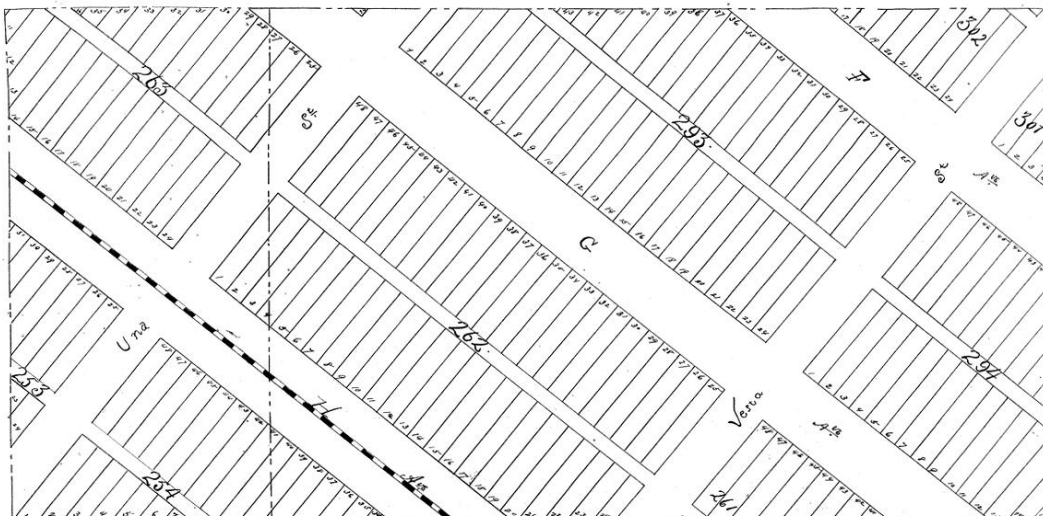


Filed Nov. 16th 1887
 E. C. Haight County Recorder
 At St. Paul Minn. Deputy

San Diego Land and Town Company South Chollas Addition

L. M. Brown 12.1.19. Print

-106-



GUION'S ADDITION TO SAN DIEGO

Being the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of P.L. 1342

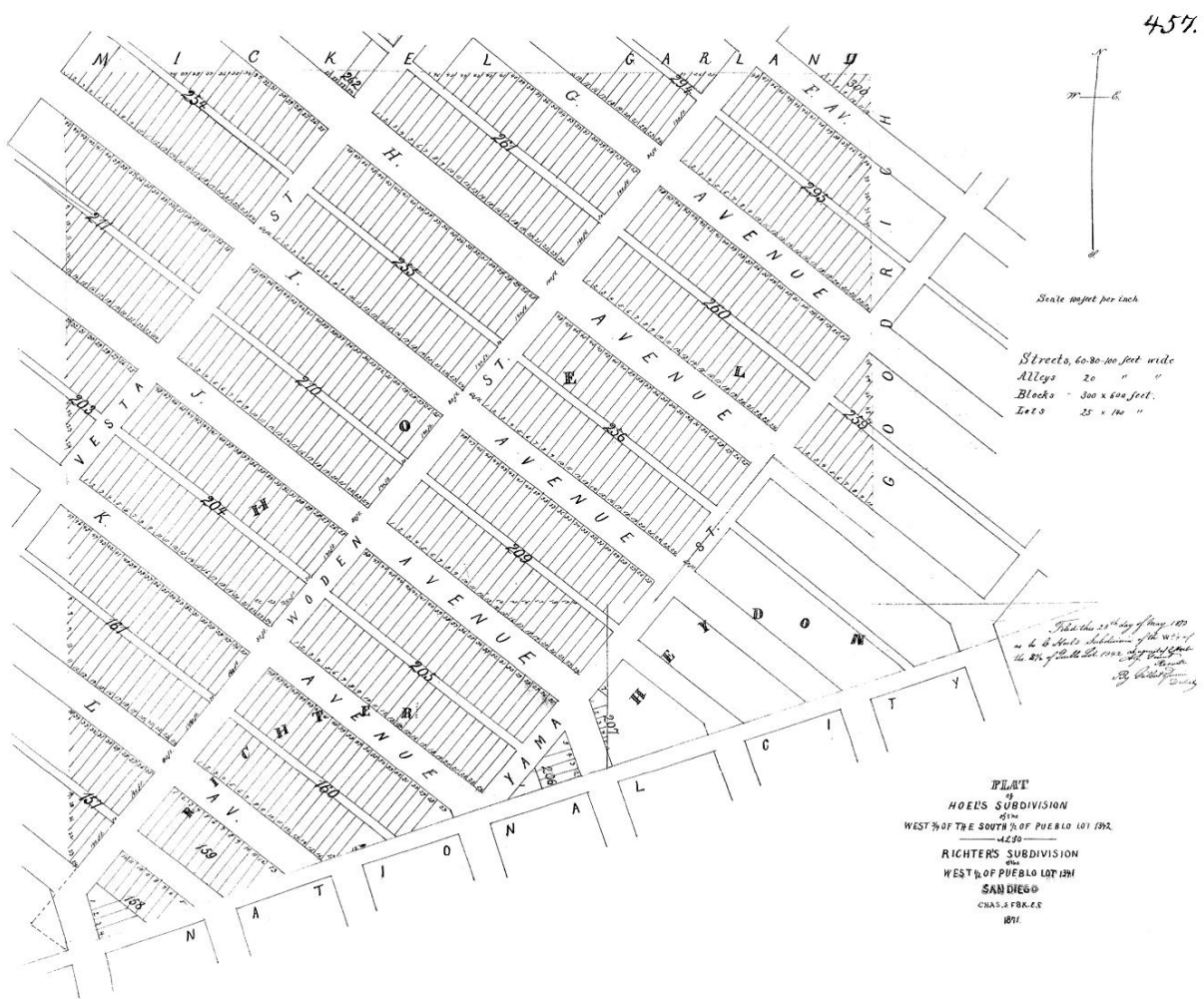
Surveyed By
ON SANFORD
CIVIL ENGINEER
April 1887

Recorded by Request of
J.H. Guion.

I hereby certify that this is a correct
copy of the original map on file in
the County Recorder's Office
Henry D. Ryan
Clerk

Filed Apr 18 1887
at Haight
County Recorder
By B. H. Moore
Deputy

Guion's Addition



Hoel's and Richter's Subdivisions

APPENDIX C

Surveyed Buildings

Appendix C: Surveyed Buildings

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
951-961	16TH	1924	STREAMLINE MODERNE	GOOD	5S3
915	26TH	1930s	BLOCK	FAIR	7R
925	26TH	1910	FALSE FRONT COMMERCIAL	FAIR	7R
1006	26TH	CA 1945	CRAFTSMAN	FAIR	7R
1008	26TH	1935	CRAFTSMAN	GOOD	5S3
1010	26TH	1935 (AEY 1935)	CRAFTSMAN	FAIR	7R
1020	26TH	1935 (AEY 1935)	CRAFTSMAN	FAIR	5S3
1028	26TH	CA 1920 (AEY 1900/2000)	CRAFTSMAN	POOR	7R
1029	26TH	1921 (AEY 1921)	CRAFTSMAN	FAIR	5S3
1038	26TH	1925 (AEY 1925)	UNDETERMINED	POOR	7R
1048	26TH	CA 1920	UNDETERMINED	POOR	7R
1119	26TH	1950S	UNDETERMINED	UNDETERMINED	7R
1177	26TH	1935	UNDETERMINED	POOR	7R
2602-2606	26TH	CA 1915	UNDETERMINED	POOR	7R
940-950	26TH	1911	FOLK VICTORIAN	GOOD	5S3
1204	27TH	1926 (AEY 1926)	UNDETERMINED	POOR	7R
1234	27TH	1930	RANCH	FAIR	7R
1111	27TH	CA 1930	FOLK VICTORIAN	FAIR	7R
1219	29TH	CA 1920 (AEY 1920)	UNDETERMINED	POOR	7R
1212	30TH	CA 1945 (AEY 1900/2000)	UNDETERMINED	POOR	7R
1216	30TH	CA 1945 (AEY 1900/2000)	UNDETERMINED	POOR	7R
1219	30TH	1914 (AEY 1914)	UNDETERMINED	GOOD	5S3
1220	30TH	CA 1945	FOLK VICTORIAN	POOR	7R
1204	31ST	1953 (AEY 1953)	RANCH	POOR	7R
1216	31ST	CA 1922 (AEY 1922)	CRAFTSMAN	FAIR	7R
1217	31ST	1923 (AEY 1923)	UNDETERMINED	POOR	7R
1220	31ST	CA 1945	CRAFTSMAN	GOOD	5S3
1205-1215	31ST	CA 1945 (AEY 1900/2000)	MINIMAL TRADITIONAL	FAIR	5S3
1208	32ND	1935 (AEY 1935)	SPANISH ECLECTIC	UNDETERMINED	7R
1211	32ND	CA 1945	UTILITARIAN	UNDETERMINED	7R
1212	32ND	1925 (AEY 1900/2000)	SPANISH ECLECTIC	UNDETERMINED	7R
1214	32ND	CA 1945	UNDETERMINED	FAIR	7R
1216	32ND	1925 (AEY 1925)	SPANISH ECLECTIC	UNDETERMINED	7R
1249	32ND	CA 1945	UNDETERMINED	UNDETERMINED	7R
930	BEARDSLEY	CA 1945	MISSION REVIVAL	FAIR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
933	BEARDSLEY	1957 (AEY 1957)	MINIMAL TRADITIONAL	FAIR	7R
1012	BEARDSLEY	CA 1920	UNDETERMINED	POOR	7R
1018	BEARDSLEY	CA 1920	CRAFTSMAN	POOR	7R
1020	BEARDSLEY	CA 1920	CRAFTSMAN	POOR	7R
1026	BEARDSLEY	1924 (AEY 1924)	CRAFTSMAN	POOR	7R
1032	BEARDSLEY	1918 (AEY 1918)	CRAFTSMAN	GOOD	5S3
1036	BEARDSLEY	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
2626	BOSTON	1890s	FOLK VICTORIAN	FAIR	7R
2644	BOSTON	CA 1880S (AEY 1919)	FOLK VICTORIAN	FAIR	7R
2659	BOSTON	CA 1945	MINIMAL TRADITIONAL	POOR	7R
2662	BOSTON	CA 1906 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2684	BOSTON	1925 (AEY 1925)	CRAFTSMAN	POOR	7R
2708	BOSTON	CA 1945	UNDETERMINED	POOR	7R
2817	BOSTON	CA 1945 (AEY 1900/2000)	MISSION REVIVAL	FAIR	7R
2818	BOSTON	1940 (AEY 1940)	CRAFTSMAN	POOR	7R
2826	BOSTON	CA 1930 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2841	BOSTON	1904 (AEY 1904/2004)	QUEEN ANNE	POOR	7R
2854	BOSTON	CA 1945	UNDETERMINED	POOR	7R
2865	BOSTON	CA 1945 (AEY 1900/2000)	SPANISH ECLECTIC	POOR	7R
2901	BOSTON	1906	COLONIAL REVIVAL	GOOD	5S3
2917	BOSTON	1920 (AEY 1920)	CRAFTSMAN	POOR	7R
2925	BOSTON	1926 (AEY 1926)	CRAFTSMAN	FAIR	7R
2969	BOSTON	CA 1880s (AEY 1919)	FOLK VICTORIAN	POOR	7R
2981	BOSTON	1881-1887 (AEY 1906/2006)	ITALIANATE	GOOD	5S3
3005	BOSTON	1920s	CRAFTSMAN	FAIR	7R
3043	BOSTON	CA 1920 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	7R
3045	BOSTON	1923 (AEY 1923)	CRAFTSMAN	POOR	7R
3067	BOSTON	1955 (AEY 1955)	CONTEMPORARY	FAIR	7R
3143	BOSTON	CA 1940 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3145	BOSTON	CA 1945 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3151	BOSTON	CA 1945 (AEY 1900/2000)	CRAFTSMAN	POOR	7R
3159	BOSTON	1940 (AEY 1940)	UNDETERMINED	POOR	7R
3165	BOSTON	1940 (AEY 1940)	UNDETERMINED	POOR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
3171	BOSTON	CA 1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2666-2668	BOSTON	1945 (AEY 1945)	UNDETERMINED	POOR	7R
2674-2680	BOSTON	1945 (AEY 1945)	UNDETERMINED	POOR	7R
2836-2838	BOSTON	1918 (AEY 1918)	CRAFTSMAN	GOOD	5S3
2842-2844	BOSTON	1938 (AEY 1938)	UNDETERMINED	POOR	7R
2939-2941	BOSTON	1927	MISSION REVIVAL	GOOD	5S3
2947-2949	BOSTON	CA 1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3019-3021	BOSTON	1908 (AEY 1908)	UNDETERMINED	POOR	7R
3025?	BOSTON	1944 (AEY 1944)	UNDETERMINED	UNDETERMINED	7R
3061-3063	BOSTON	1955 (AEY 1955)	UNDETERMINED	UNDETERMINED	7R
3103-3105	BOSTON	CA 1940	MINIMAL TRADITIONAL	POOR	7R
3121-3123	BOSTON	CA 1947 (AEY 1947)	MINIMAL TRADITIONAL	FAIR	7R
1014	CESAR E CHAVEZ	CA 1900	FOLK VICTORIAN	POOR	7R
1016	CESAR E CHAVEZ	1920S	FOLK VICTORIAN	FAIR	5S3
1028	CESAR E CHAVEZ	1920S	UNDETERMINED	POOR	7R
1042	CESAR E CHAVEZ	1920S	UNDETERMINED	POOR	7R
1044	CESAR E CHAVEZ	1920S	UNDETERMINED	POOR	7R
1102	CESAR E CHAVEZ	1887 (AEY 1887)	QUEEN ANNE	FAIR	5S3
1118	CESAR E CHAVEZ	1887 (AEY 1887)	ITALIANATE	FAIR	7R
1122	CESAR E CHAVEZ	1889 (AEY 1889/1989)	FOLK VICTORIAN	FAIR	7R
3554	DALBERGIA	1950S	BLOCK	GOOD	5S3
3561	DALBERGIA	1960S	UTILITARIAN	GOOD	5S3
3586	DALBERGIA	1960S	UTILITARIAN	GOOD	5S3
3593	DALBERGIA	1960 (AEY 1960)	UNDETERMINED		7R
3604	DALBERGIA	1955 (AEY 1955)	UNDETERMINED	UNDETER	7R
3608	DALBERGIA	CA 1945 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3611	DALBERGIA	1960S	BLOCK	GOOD	5S3
3625	DALBERGIA	1960S	BLOCK	UNDETERMINED	7R
3645	DALBERGIA	1960S	BLOCK	GOOD	5S3
3647	DALBERGIA	1960S	BLOCK	GOOD	5S3
3665	DALBERGIA	1960S	BLOCK	GOOD	5S3

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
3683	DALBERGIA	1960S	BLOCK	GOOD	5S3
3704	DALBERGIA	CA 1945	CRAFTSMAN	POOR	7R
3712	DALBERGIA	1926 (AEY 1926)	CRAFTSMAN	POOR	7R
3715	DALBERGIA	1960S	BLOCK	GOOD	5S3
3724	DALBERGIA	CA 1945	UNDERTERMINED	FAIR	7R
3732	DALBERGIA	1957 (AEY 1957)	MINIMAL TRADITIONAL	POOR	7R
3747	DALBERGIA	1949 (AEY 1949)	CRAFTSMAN	POOR	7R
3750	DALBERGIA	1960S	BLOCK	FAIR	7R
3756	DALBERGIA	1953 (AEY 1953)	UNDETERMINED	POOR	7R
3763	DALBERGIA	1960S	BLOCK	GOOD	7R
3768	DALBERGIA	CA 1960	CONTEMPORARY	GOOD	5S3
3781	DALBERGIA	1950S	BLOCK	GOOD	5S3
3657-3669	DALBERGIA	1950S	MINIMAL TRADITIONAL	FAIR	7R
3718-3720	DALBERGIA	CA 1920 (AEY 1952)	UNDETERMINED	UNDETERMINED	7R
3725-3743	DALBERGIA	CA 1945	CRAFTSMAN	FAIR	7R
925	EVANS	CA 1920 (AEY 1960)	CRAFTSMAN	GOOD	5S3
1007	EVANS	1918 (AEY 1918)	CRAFTSMAN	FAIR	7R
1011	EVANS	1918 (AEY 1918)	CRAFTSMAN	FAIR	7R
1012	EVANS	CA 1940 (AEY 1952)	UNDETERMINED	POOR	7R
1014	EVANS	1870 (AEY 1901/2001)	ITALIANATE	FAIR	7R
1016	EVANS	CA 1960	UNDETERMINED	UNDETERMINED	7R
1019	EVANS	1918 (AEY 1918)	CRAFTSMAN	FAIR	7R
1021	EVANS	1918 (AEY 1918)	CRAFTSMAN	GOOD	5S3
1023	EVANS	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1027	EVANS	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1028	EVANS	1913 (AEY 1913)	CRAFTSMAN	GOOD	5S3
1031	EVANS	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1032	EVANS	1918 (AEY 1930)	CRAFTSMAN	GOOD	5S3
1035	EVANS	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1045	EVANS	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1129	EVANS	1940 (AEY 1940)	UNDETERMINED	POOR	7R
1107-1115	EVANS	1915-1920 (AEY 1940)	CRAFTSMAN	FAIR	5S3
928	EVANS	1914 (AEY 1914)	FOLK VICTORIAN	FAIR	7R
1935	HARBOR	CA 1945	STREAMLINE MODERNE	GOOD	5S2
2295	HARBOR	CA 1945	BLOCK	GOOD	5S3
2405	HARBOR	CA 1930S-1940S	STREAMLINE MODERNE	FAIR	7R
1641	LOGAN	1923 (AEY 1923)	CRAFTSMAN	POOR	7R
1661	LOGAN	1920 (AEY 1920)	UNDETERMINED	POOR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
1667	LOGAN	CA 1880 (AEY 1880)	QUEEN ANNE	GOOD	5S3
1673	LOGAN	CA 1880 (AEY 1918)	QUEEN ANNE	GOOD	5S3
1679	LOGAN	CA 1920 (AEY 1900/2000)	COLONIAL REVIVAL	FAIR	5S3
1681	LOGAN	CA 1920 (AEY 1900/2000)	COLONIAL REVIVAL	GOOD	5S3
1684	LOGAN	1950S	UTILITARIAN	GOOD	5S3
1685	LOGAN	1931 (AEY 1931)	COLONIAL REVIVAL	GOOD	5S3
1695	LOGAN	1931 (AEY 1931)	COLONIAL REVIVAL	GOOD	5S3
1703	LOGAN	CA 1906	UNDETERMINED	POOR	7R
1705	LOGAN	CA 1945	UNDETERMINED	UNDETERMINED	7R
1800	LOGAN	CA 1940	STREAMLINE MODERNE	POOR	5S3
1824	LOGAN	1870 (AEY 1906)	FOLK VICTORIAN	FAIR	7R
1827	LOGAN	1950S	BLOCK	POOR	7R
1830	LOGAN	CA 1906 (AEY 1925)	UNDETERMINED	POOR	7R
1845	LOGAN	CA 1945	BLOCK	FAIR	7R
1835	LOGAN	1906 (AEY 1906/2006)	CRAFTSMAN	UNDETERMINED	7R
1836	LOGAN	CA 1906 (AEY 1925)	UNDETERMINED	POOR	7R
1846	LOGAN	CA 1945	UNDETERMINED	POOR	7R
1849	LOGAN	1901	FALSE-FRONT COMMERCIAL	POOR	7R
1857	LOGAN	CA 1933	STREAMLINE MODERNE	FAIR	5S3
1861	LOGAN	CA 1945	UNDETERMINED	POOR	7R
2075	LOGAN	1897 (AEY 1900/2000)	COLONIAL REVIVAL	GOOD	5S3
2076	LOGAN	CA 1945	BLOCK	FAIR	7R
2078	LOGAN	CA 1945	BLOCK	FAIR	7R
2085	LOGAN	1880 (AEY 1901/2001)	ITALIANATE	GOOD	5S3
2100	LOGAN	CA 1945	BLOCK	POOR	7R
2107	LOGAN	CA 1905	FALSE FRONT COMMERCIAL	FAIR	5S3
2120	LOGAN	1905-1915 (AEY 1901/2001)	COLONIAL REVIVAL	UNDETERMINED	7R
2133	LOGAN	1910S	MISSION REVIVAL	FAIR	7R
2151	LOGAN	CA 1945	STREAMLINE MODERNE	POOR	7R
2156	LOGAN	1950S	BLOCK	POOR	7R
2166	LOGAN	1910 (AEY 1910)	FOLK VICTORIAN	FAIR	5S3
2168	LOGAN	CA 1945	BLOCK	FAIR	7R
2174	LOGAN	1893-1897 (AEY 1910)	QUEEN ANNE	FAIR	5S3

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
2181	LOGAN	1920S	MISSION REVIVAL	FAIR	7R
2201	LOGAN	1909 (AEY 1909)	COLONIAL REVIVAL	GOOD	5S3
2205	LOGAN	CA 1945	UNDETERMINED	UNDETERMINED	7R
2209	LOGAN	CA 1880 (AEY 1900/2000)	SECOND EMPIRE	UNDETERMINED	7R
2215	LOGAN	1907	FALSE-FRONT COMMERCIAL	GOOD	5S3
2219	LOGAN	1910S (AEY 1930)	FOLK VICTORIAN	FAIR	5S3
2225	LOGAN	CA 1915 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
2229	LOGAN	CA 1945	UNDETERMINED	UNDETERMINED	7R
2230	LOGAN	CA 1910 (AEY 1910)	COLONIAL REVIVAL	FAIR	7R
2240	LOGAN	CA 1945	UNDETERMINED	POOR	7R
2244	LOGAN	CA 1945 (AEY 1900/2000)	BLOCK	POOR	7R
2250	LOGAN	1950S	BLOCK	GOOD	5S3
2255	LOGAN	CA 1920 (AEY 1900/2000)	BLOCK	UNDETERMINED	7R
2261	LOGAN	CA 1920	UNDETERMINED	UNDETERMINED	7R
2267	LOGAN	1910S	UNDETERMINED	FAIR	7R
2602	LOGAN	1950S	UNDETERMINED	UNDETERMINED	7R
2605	LOGAN	CA 1920	MISSION REVIVAL	POOR	7R
2611	LOGAN	CA 1920	MISSION REVIVAL	POOR	7R
2625	LOGAN	1960S	UNDETERMINED	UNDETERMINED	7R
1659-1661	LOGAN	CA 1920 (AEY 1897/1997/2007)	UNDETERMINED	POOR	7R
2117-2121	LOGAN	CA 1905	FOLK VICTORIAN	FAIR	7R
2141-2143	LOGAN	CA 1945	BLOCK	POOR	7R
2154-2158	LOGAN	1895/1930	COLONIAL REVIVAL	POOR	5S3
2157-2159	LOGAN	CA 1870-1880/CA 1945	ITALIAN TATE	GOOD	7R
2161-2163	LOGAN	CA 1915	MISSION REVIVAL	FAIR	7R
2171-2177	LOGAN	1915 (AEY 1915)	UNDETERMINED	POOR	5S3
2184-2196	LOGAN	1923	MISSION REVIVAL	FAIR	5S3
2185-2195	LOGAN	CA 1945	STREAMLINE MODERNE	FAIR	7R
2241-2249	LOGAN	CA 1906 (AEY 1900/2000)	COLONIAL REVIVAL	FAIR	5S3
2257-2259	LOGAN	CA 1906	UNDETERMINED	POOR	7R
1709	MAIN	1940s	UTILITARIAN	GOOD	5S3
1815	MAIN	CA 1945	BLOCK	FAIR	7R
1835	MAIN	1960s	BLOCK	POOR	7R
1837	MAIN	CA 1945	BLOCK	FAIR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
1861	MAIN	1960s	BLOCK	FAIR	7R
1878	MAIN	CA 1945	STREAMLINE MODERNE	FAIR	7R
1894	MAIN	1930	BLOCK	GOOD	5S3
1961	MAIN	1960S	BLOCK	FAIR	7R
1979	MAIN	1960S	UTILITARIAN	GOOD	5S3
1991	MAIN	CA 1945	QUONSET HUT	UNDETER MINED	7R
2015	MAIN	CA 1920S	BLOCK	FAIR	7R
2102	MAIN	CA 1945	BLOCK	FAIR	7R
2120	MAIN	1960S	BLOCK	FAIR	7R
2146	MAIN	CA 1945	BLOCK	POOR	7R
2190	MAIN	CA 1950	QUONSET HUT	FAIR	7R
2191	MAIN	CA 1945	BLOCK	FAIR	7R
2212	MAIN	CA 1945	CONTEMPORARY	UNDETER MINED	7R
2286	MAIN	CA 1960	UTILITARIAN	UNDETER MINED	7R
2380	MAIN	CA 1945	BLOCK	FAIR	7R
2646	MAIN	1960S	UTILITARIAN	GOOD	5S3
2647	MAIN	CA 1945	QUONSET HUT	GOOD	5S3
2680	MAIN	1917 (AEY 1917)	UNDETERMINED	POOR	7R
2694	MAIN	CA 1945	STREAMLINE MODERNE	UNDETER MINED	7R
2697	MAIN	1960S	CONTEMPORARY	GOOD	5S3
2704	MAIN	1960S	UTILITARIAN	GOOD	5S3
2734	MAIN	CA 1920	UNDETERMINED	POOR	7R
2740	MAIN	1945 (AEY 1945)	FOLK VICTORIAN	FAIR	7R
2761	MAIN	1960S	CONTEMPORARY	UNDETER MINED	7R
2940	MAIN	CA 1920 (AEY 1900/2000)	CRAFTSMAN	GOOD	5S3
2994	MAIN	CA 1945	UNDETERMINED	POOR	7R
3004	MAIN	UNDETERMINED	UNDETERMINED	UNDETER MINED	7R
3012	MAIN	CA 1915 (AEY 1900/2000)	COLONIAL REVIVAL	FAIR	5S3
3036	MAIN	CA 1945 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3042	MAIN	CA 1920	COLONIAL REVIVAL	FAIR	7R
3048	MAIN	CA 1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3054	MAIN	CA 1920 (AEY 1931)	CRAFTSMAN	POOR	7R
3062	MAIN	CA 1945	UNDETERMINED	UNDETER MINED	7R
3066	MAIN	CA 1915 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3094	MAIN	CA 1880s	FOLK VICTORIAN	POOR	7R
3120	MAIN	CA 1945	MISSION REVIVAL	FAIR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
3202	MAIN	CA 1945	BLOCK	POOR	7R
3388	MAIN	1950S	UTILITARIAN	FAIR	7R
3478	MAIN	CA 1945	BLOCK	FAIR	7R
3494	MAIN	CA 1945	MINIMAL TRADITIONAL	POOR	7R
3504	MAIN	CA 1945	UNDETERMINED	POOR	7R
3512	MAIN	CA 1950	QUONSET HUT	UNDETERMINED	7R
3520	MAIN	1960S	UTILITARIAN	GOOD	5S3
3576	MAIN	1950S	STREAMLINE MODERNE	POOR	7R
3586	MAIN	CA 1945	MISSION REVIVAL	FAIR	7R
3592	MAIN	1960S	BLOCK	GOOD	5S3
3600	MAIN	1950S	STREAMLINE MODERNE	POOR	7R
3616	MAIN	CA 1945	BLOCK	UNDETER	7R
3626	MAIN	CA 1945	BLOCK	POOR	7R
3636	MAIN	CA 1945	BLOCK	FAIR	7R
3644	MAIN	1960S	CONTEMPORARY	FAIR	7R
3660	MAIN	1950S	UNDETERMINED	POOR	7R
3666	MAIN	CA 1945	MINIMAL TRADITIONAL	POOR	7R
3676	MAIN	CA 1950	UNDETERMINED	UNDETERMINED	7R
3698	MAIN	CA 1960	UTILITARIAN	UNDETERMINED	7R
3704	MAIN	CA 1945	BLOCK	UNDETERMINED	7R
3704	MAIN	CA 1945	QUONSET HUT	UNDETERMINED	7R
3712	MAIN	CA 1945	UNDETERMINED	POOR	7R
3716	MAIN	CA 1945	UNDETERMINED	UNDETERMINED	7R
3724	MAIN	CA 1945	BLOCK	FAIR	7R
3736	MAIN	CA 1945	BLOCK	FAIR	7R
3738	MAIN	CA 1945	UNDETERMINED	UNDETERMINED	7R
2604-2614	MAIN	CA 1945	UNDETERMINED	UNDETERMINED	7R
2902-2916	MAIN	CA 1945	MINIMAL TRADITIONAL	FAIR	7R
3078-3080	MAIN	CA 1920 (AEY 1900/2000)	COLONIAL REVIVAL	GOOD	5S3
3086-3088	MAIN	CA 1920 (AEY 1880/1980)	CRAFTSMAN	GOOD	5S3
2141	MAIN	CA 1945	STREAMLINE MODERNE	UNDETERMINED	7R
1603	NATIONAL	CA 1945	UTILITARIAN	GOOD	5S3
1619	NATIONAL	CA 1945	BLOCK	FAIR	7R
1659	NATIONAL	CA 1945	BLOCK	GOOD	5S3
1665	NATIONAL	CA 1945	UNDETERMINED	UNDETERMINED	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
1667	NATIONAL	CA 1945	BLOCK	FAIR	7R
1673	NATIONAL	CA 1945 (AEY 1950)	UNDETERMINED	POOR	7R
1678	NATIONAL	CA 1880-1905	FOLK VICTORIAN	FAIR	7R
1694	NATIONAL	1930S	STREAMLINE MODERNE	POOR	7R
1791	NATIONAL	1940S	BLOCK	FAIR	7R
1719	NATIONAL	CA 1945	UNDETERMINED	POOR	7R
1724	NATIONAL	1900 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
1727	NATIONAL	1920s (AEY 1937)	SPANISH ECLECTIC	POOR	7R
1728	NATIONAL	CA 1908 (AEY 1908/2008)	COLONIAL REVIVAL	UNDETERMINED	7R
1744	NATIONAL	CA 1906 (AEY 1918)	FOLK VICTORIAN	FAIR	5S3
1752	NATIONAL	CA 1880	ITALIANATE	FAIR	5S3
1754	NATIONAL	CA 1945	MISSION REVIVAL	POOR	7R
1786	NATIONAL	CA 1945	UNDETERMINED	UNDETERMINED	7R
1789	NATIONAL	CA 1945	BLOCK	FAIR	7R
1792	NATIONAL	CA 1945	UNDETERMINED	UNDETERMINED	7R
1818	NATIONAL	1890S (AEY 1915)	FOLK VICTORIAN	UNDETERMINED	7R
1822	NATIONAL	1924 (AEY 1924)	COLONIAL REVIVAL	FAIR	5S3
1828	NATIONAL	CA 1920	FOLK VICTORIAN	UNDETERMINED	7R
1832	NATIONAL	CA 1905-1920	FALSE-FRONT COMMERCIAL	FAIR	5S3
1841	NATIONAL	1960S	BLOCK	FAIR	7R
1852	NATIONAL	CA 1945	UNDETERMINED	UNDETERMINED	7R
1864	NATIONAL	1960S	BLOCK	GOOD	5S3
1875	NATIONAL	1940 (AEY 1940)	UNDETERMINED	POOR	7R
1882	NATIONAL	CA 1906 (AEY 1930)	FOLK VICTORIAN	POOR	7R
1884	NATIONAL	1887 (AEY 1922)	CRAFTSMAN	UNDETERMINED	7R
1885	NATIONAL	CA 1887/1960S	QUEEN ANNE	POOR	7R
1897	NATIONAL	CA 1945	STREAMLINE MODERNE	GOOD	5S3
2001	NATIONAL	CA 1945	BLOCK	POOR	7R
2021	NATIONAL	1913 (AEY 1913)	COLONIAL REVIVAL	GOOD	5S3
2039	NATIONAL	CA 1920 (AEY 1900/2000)	CRAFTSMAN	FAIR	7R
2051	NATIONAL	CA 1915 (AEY 1935)	COLONIAL REVIVAL	POOR	7R
2055	NATIONAL	CA 1930	UNDETERMINED	POOR	7R
2074	NATIONAL	1919 (AEY 1919)	UNDETERMINED	UNDETERMINED	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
2084	NATIONAL	CA 1920 (AEY 1928)	CRAFTSMAN	FAIR	5S3
2085	NATIONAL	1884 (AEY 1884/1984)	UNDETERMINED	POOR	7R
2090	NATIONAL	1890s (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
2104	NATIONAL	1960S	UNDETERMINED	UNDETERMINED	7R
2113	NATIONAL	1923 (AEY 1923)	FOLK VICTORIAN	POOR	7R
2126	NATIONAL	CA 1923 (AEY 1923)	COLONIAL REVIVAL	GOOD	7R
2130	NATIONAL	CA 1925 (AEY 1884/1984)	UNDETERMINED	UNDETERMINED	7R
2136	NATIONAL	1960S	CONTEMPORARY	GOOD	5S3
2139	NATIONAL	1937 (AEY 1937)	UNDETERMINED	POOR	7R
2142	NATIONAL	1901 (AEY 1901/2001)	FOLK VICTORIAN	POOR	7R
2148	NATIONAL	1900 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
2153	NATIONAL	CA 1928	UNDETERMINED	POOR	7R
2156	NATIONAL	CA 1930 (AEY 1946)	UNDETERMINED	POOR	7R
2159	NATIONAL	1928 (AEY 1928)	UNDETERMINED	POOR	7R
2168	NATIONAL	CA 1915 (AEY 1900/2000)	FOLK VICTORIAN	GOOD	5S3
2169	NATIONAL	1950S	UNDETERMINED	UNDETERMINED	7R
2177	NATIONAL	1910 (AEY 1910)	CRAFTSMAN	GOOD	5S3
2190	NATIONAL	CA 1910	QUEEN ANNE	POOR	7R
2214	NATIONAL	CA 1920 (AEY 1904/2004)	UNDETERMINED	POOR	7R
2220	NATIONAL	CA 1918 (AEY 1918)	UNDETERMINED	UNDETERMINED	7R
2222	NATIONAL	1953 (AEY 1953)	UNDETERMINED	UNDETERMINED	7R
2243	NATIONAL	CA 1920	BLOCK	UNDETERMINED	7R
2244	NATIONAL	1960S	UNDETERMINED	UNDETERMINED	7R
2255	NATIONAL	CA 1960	BLOCK	GOOD	5S3
2260	NATIONAL	CA 1945	BLOCK	POOR	7R
2268	NATIONAL	1913 (AEY 1913)	CRAFTSMAN	UNDETERMINED	7R
2276	NATIONAL	UNDETERMINED	UNDETERMINED	UNDETERMINED	7R
2285	NATIONAL	1913 (AEY 1913)	COLONIAL REVIVAL	GOOD	5S3
2292	NATIONAL	CA 1950	UTILITARIAN	GOOD	5S3
2303	NATIONAL	CA 1945	BLOCK	POOR	7R
2309	NATIONAL	CA 1945	BLOCK	FAIR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
2311	NATIONAL	1930 (AEY 1930)	UNDETERMINED	UNDETERMINED	7R
2629	NATIONAL	1880s	FOLK VICTORIAN	UNDETERMINED	7R
2632	NATIONAL	CA 1945	STREAMLINE MODERNE	GOOD	5S3
2640	NATIONAL	1913 (AEY 1913)	CRAFTSMAN	POOR	7R
2644	NATIONAL	CA 1920	FOLK VICTORIAN	GOOD	5S3
2652	NATIONAL	CA 1887 (AEY 1947)	FOLK VICTORIAN	GOOD	5S3
2653	NATIONAL	CA 1945	UNDETERMINED	UNDETERMINED	7R
2687	NATIONAL	CA 1950	STREAMLINE MODERNE	FAIR	7R
1600-1616	NATIONAL	CA 1930	BLOCK	GOOD	5S3
1701-1709	NATIONAL	1925	BLOCK	GOOD	5S1
1736 OR 1738	NATIONAL	1945 (AEY 1945)	CRAFTSMAN	POOR	7R
1776?	NATIONAL	UNDETERMINED	UNDETERMINED	UNDETERMINED	7R
1825-1827	NATIONAL	CA 1920	UNDETERMINED	UNDETERMINED	7R
1831-1833	NATIONAL	1903 (AEY 1903/2003)	ITALIANATE	GOOD	5S3
1853-1863	NATIONAL	CA 1945 (AEY 1900/2000)	CRAFTSMAN	POOR	7R
2017-2019	NATIONAL	CA 1905-1915	COLONIAL REVIVAL	POOR	7R
2029-2031	NATIONAL	1880s (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
2043-2045	NATIONAL	1914 (AEY 1914)	CRAFTSMAN	POOR	7R
2059-2061	NATIONAL	1918 (AEY 1918)	CRAFTSMAN	FAIR	5S3
2075?	NATIONAL	CA 1945	UNDETERMINED	POOR	7R
2119 OR 2121	NATIONAL	CA 1920 (AEY 1937)	COLONIAL REVIVAL	GOOD	5S3
2145-2147	NATIONAL	CA 1920 (AEY 1900/2000)	COLONIAL REVIVAL	POOR	7R
2162?	NATIONAL	CA 1890S	FOLK VICTORIAN	FAIR	7R
2188?	NATIONAL	CA 1945	UNDETERMINED	POOR	7R
2234-2238	NATIONAL	CA 1940	MINIMAL TRADITIONAL	FAIR	5S3
2265-2267	NATIONAL	CA 1890S (AEY 1900/2000)	COLONIAL REVIVAL	UNDETERMINED	7R
2616-2618	NATIONAL	CA 1923	MISSION REVIVAL	FAIR	5S3
2626-2628	NATIONAL	CA 1945	MISSION REVIVAL	FAIR	7R
1750	NATIONAL	1900 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	7R
2129	NATIONAL	CA 1925 (AEY 1900/2000)	COLONIAL REVIVAL	GOOD	5S3
2194	NATIONAL	CA 1945	BLOCK	POOR	7R
1700	NEWTON	CA 1950	UNDETERMINED	UNDETERMINED	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
1746	NEWTON	CA 1945	UNDETERMINED	POOR	7R
1784-1786	NEWTON	1926	MISSION REVIVAL	GOOD	5S3
1843	NEWTON	CA 1940 (AEY 1900/2000)	UNDETERMINED	POOR	7R
1853	NEWTON	CA 1945 (AEY 1900/2000)	UNDETERMINED	UNDETERMINED	7R
1855	NEWTON	1919 (AEY 1919)	COLONIAL REVIVAL	UNDETERMINED	7R
1858	NEWTON	CA 1945	UNDETERMINED	UNDETERMINED	7R
1861	NEWTON	CA 1940 (AEY 1955)	UNDETERMINED	FAIR	7R
1865	NEWTON	1920s	CRAFTSMAN	FAIR	5S3
1869	NEWTON	1920s-1940s	CRAFTSMAN	FAIR	5S3
1870	NEWTON	CA 1945 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	7R
1875	NEWTON	CA 1960	BLOCK	GOOD	5S3
1878	NEWTON	1912 (AEY 1912)	UNDETERMINED	UNDETERMINED	7R
1886	NEWTON	1950S	CONTEMPORARY	FAIR	7R
1896	NEWTON	1924 (AEY 1924)	UNDETERMINED	POOR	7R
1896	NEWTON	1924 (AEY 1924)	UNDETERMINED	UNDETER.	7R
2016	NEWTON	CA 1945	MINIMAL TRADITIONAL	FAIR	7R
2022	NEWTON	1960S	BLOCK	GOOD	5S3
2040	NEWTON	CA 1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2044	NEWTON	1940S	UNDETERMINED	POOR	7R
2046	NEWTON	1960S	CONTEMPORARY	GOOD	5S3
2060	NEWTON	1930 (AEY 1930)	UNDETERMINED	UNDETERMINED	7R
2062	NEWTON	CA 1945 (AEY 1950)	FOLK VICTORIAN	FAIR	7R
2072	NEWTON	CA 1920 (AEY 1925)	FOLK VICTORIAN	POOR	7R
2074	NEWTON	CA 1945 (AEY 1900/2000)	UNDETERMINED	UNDETERMINED	7R
2096	NEWTON	CA 1960	BLOCK	UNDETERMINED	7R
2107	NEWTON	CA 1920 (AEY 1950)	CRAFTSMAN	UNDETERMINED	7R
2109	NEWTON	CA 1950	UTILITARIAN	GOOD	5S3
2116	NEWTON	1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2121	NEWTON	CA 1920 (AEY 1957)	UNDETERMINED	POOR	7R
2122	NEWTON	1920 (AEY 1920)	COLONIAL REVIVAL	UNDETERMINED	7R
2130	NEWTON	CA 1945	QUONSET HUT	UNDETERMINED	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
2144	NEWTON	CA 1920 (AEY 1930)	CRAFTSMAN	POOR	7R
2146	NEWTON	1885 (AEY 1940)	ITALIANATE	FAIR	7R
2152	NEWTON	CA 1920 (AEY 1930)	COLONIAL REVIVAL	FAIR	5S3
2154	NEWTON	CA 1920 (AEY 1970)	CRAFTSMAN	POOR	7R
2168	NEWTON	CA 1920 (AEY 1935)	COLONIAL REVIVAL	GOOD	5S3
2170	NEWTON	CA 1920 (AEY 1930)	COLONIAL REVIVAL	GOOD	5S3
2175	NEWTON	CA 1950	STREAMLINE MODERNE	FAIR	7R
2178	NEWTON	CA 1905 (AEY 1900/2000)	COLONIAL REVIVAL	FAIR	7R
2205	NEWTON	1960S	CONTEMPORARY	GOOD	5S3
2220	NEWTON	CA 1910 (AEY 1925)	FOLK VICTORIAN	FAIR	7R
2224	NEWTON	1900 (AEY 1900/2000)	UNDETERMINED	UNDETERMINED	7R
2232	NEWTON	CA 1905-1915 (AEY 1900/2000)	CRAFTSMAN	FAIR	7R
2240	NEWTON	CA 1920 (AEY 1900/2000)	COLONIAL REVIVAL	GOOD	5S3
2250	NEWTON	CA 1910	UNDETERMINED	UNDETER	7R
2256	NEWTON	CA 1920 (AEY 1920)	UNDETERMINED	POOR	7R
2272	NEWTON	CA 1965	BLOCK	GOOD	5S3
2280	NEWTON	CA 1920 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	7R
2284	NEWTON	CA 1920 (AEY 1900/2000)	CRAFTSMAN	FAIR	7R
2328	NEWTON	CA 1935 (AEY 1935)	UNDETERMINED	UNDETERMINED	7R
2340	NEWTON	CA 1945	UNDETERMINED	UNDETERMINED	7R
2614	NEWTON	1912 (AEY 1912)	CRAFTSMAN	POOR	7R
2615	NEWTON	1925 (AEY 1925)	FOLK VICTORIAN	UNDETERMINED	7R
2618	NEWTON	1912 (AEY 1912)	COLONIAL REVIVAL	GOOD	5S3
2619	NEWTON	1898 (AEY 1898/1998)	QUEEN ANNE	FAIR	5S3
2622	NEWTON	1912 (AEY 1912)	CRAFTSMAN	POOR	7R
2625	NEWTON	1911 (AEY 1911)	FOLK VICTORIAN	POOR	7R
2628	NEWTON	1925 (AEY 1925)	CRAFTSMAN	POOR	7R
2631	NEWTON	1911 (AEY 1911)	UNDETERMINED	POOR	7R
2635	NEWTON	CA 1920 (AEY 1901/2001)	UNDETERMINED	FAIR	7R
2641	NEWTON	1913 (AEY 1913)	UNDETERMINED	UNDETERMINED	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
2647	NEWTON	1912 (AEY 1912)	CRAFTSMAN	FAIR	7R
2653	NEWTON	CA 1910 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
2661	NEWTON	CA 1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2667	NEWTON	CA 1920 (AEY 1923)	CRAFTSMAN	POOR	7R
2668	NEWTON	1913 (AEY 1913)	UNDETERMINED	UNDETERMINED	7R
2676	NEWTON	1960S	UNDETERMINED	UNDETERMINED	7R
2679	NEWTON	CA 1890S	FOLK VICTORIAN	FAIR	7R
2685	NEWTON	CA 1910	FOLK VICTORIAN	FAIR	5S3
2686	NEWTON	CA 1925	CRAFTSMAN	FAIR	7R
2691	NEWTON	CA 1950	RANCH	POOR	7R
2696	NEWTON	1900 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2701	NEWTON	CA 1920 (AEY 1908/2008)	CRAFTSMAN	FAIR	5S3
2709	NEWTON	CA 1960	UNDETERMINED	UNDETERMINED	7R
2744	NEWTON	CA 1960	UNDETERMINED	UNDETERMINED	7R
2749	NEWTON	CA 1906 (AEY 1919)	UNDETERMINED	POOR	7R
2755	NEWTON	CA 1930 (AEY 1900/2000)	QUEEN ANNE	FAIR	7R
2759	NEWTON	1925 (AEY 1925)	MISSION REVIVAL	GOOD	5S3
2777	NEWTON	CA 1945	BLOCK	FAIR	7R
1809	NEWTON	CA 1945 (AEY 1900/2000)	MINIMAL TRADITIONAL	FAIR	7R
1879-1885	NEWTON	CA 1946 (AEY 1955)	STREAMLINE MODERNE	FAIR	7R
2080-2082	NEWTON	CA 1890S (AEY 1930)	QUEEN ANNE	GOOD	5S3
2141-2143	NEWTON	CA 1960	BLOCK	FAIR	7R
2180-2182	NEWTON	CA 1905 (AEY 1900/2000)	COLONIAL REVIVAL	FAIR	7R
2266-2270	NEWTON	CA 1945 (AEY 1955)	MINIMAL TRADITIONAL	UNDETERMINED	7R
2658-2662	NEWTON	CA 1920 (AEY 1900/2000)	CRAFTSMAN	FAIR	5S3
2032	NEWTON	1941 (AEY 1941)	MINIMAL TRADITIONAL	POOR	7R
2056	NEWTON	CA 1920	UNDETERMINED	POOR	7R
1531	RIGEL	CA 1960	UTILITARIAN	GOOD	5S3
911	SAMPSON	1913 (AEY 1913)	UNDETERMINED	POOR	7R
924	SAMPSON	CA 1920	UNDETERMINED	UNDETERMINED	7R
934	SAMPSON	CA 1945	CRAFTSMAN	GOOD	5S3

Address Number	Street Name	Year Built	Architectural Style	Integrity	CHR Status
938	SAMPSON	CA 1945	CRAFTSMAN	GOOD	5S3
942	SAMPSON	CA 1945	CRAFTSMAN	FAIR	7R
1027	SAMPSON	CA 1945 (AEY 1950)	CRAFTSMAN	GOOD	5S3
1037	SAMPSON	CA 1945 (AEY 1950)	CRAFTSMAN	GOOD	5S3
1043	SAMPSON	CA 1945 (AEY 1950)	CRAFTSMAN	FAIR	7R
1025	SICARD	CA 1970s	CONTEMPORARY	GOOD	5S3
1028	SICARD	CA 1920 (AEY 1930)	CRAFTSMAN	GOOD	5S3
1030	SICARD	1914 (AEY 1930)	CRAFTSMAN	GOOD	5S3
1034	SICARD	1914 (AEY 1935)	CRAFTSMAN	FAIR	5S3
1038	SICARD	1914 (AEY 1914)	CRAFTSMAN	GOOD	5S3
1915	UNA	UNDETERMINED	UNDETERMINED	UNDETERMINED	7R
1929	VESTA	CA 1920S	CRAFTSMAN	FAIR	7R
1931	VESTA	1940S	UNDETERMINED	POOR	7R
2004	VESTA	CA 1940S (AEY 1900/2000)	UNDETERMINED	POOR	7R
2010	VESTA	CA 1940S (AEY 1900/2000)	UNDETERMINED	POOR	7R
2011	VESTA	1930 (AEY 1930)	UNDETERMINED	POOR	7R
2016	VESTA	CA 1940S (AEY 1900/2000)	UNDETERMINED	POOR	7R
2019	VESTA	1930 (AEY 1930)	UNDETERMINED	POOR	7R
2020	VESTA	CA 1940S (AEY 1900/2000)	UNDETERMINED	POOR	7R
2107	WODEN	CA 1950	MISSION REVIVAL	POOR	7R
3803	WODEN	CA 1950	UNDETERMINED	POOR	7R

APPENDIX D

Barrio Logan Street Name and Number Changes

Barrio Logan Street Name Changes*

Through time, many street names have changed in Barrio Logan since they were first laid out in the 1870s and 1880s. The following table provides the past and current street names for reference purposes.

Current Street Name	Original Street Name
National Ave.	Milton
16 th St.	S. 20 th St.
Sigsbee St.	21 st St.
Beardsley St.	S 22 nd St.
Cesar Chavez Pkwy.	S. 23 rd , later Crosby
Dewey St.	S. 24 th St.
Evans St.	S. 25 th St.
Sampson St.	S. 26 th St.
Newton Ave.	Grand
Harbor Dr.	Colton
Sicard St.	S. 27 th St.

* compiled from Sanborn Fire Insurance Maps

Barrio Logan Street Number Changes*

In 1914, the City of San Diego made changes to street numbers throughout the city. The following table presents the calculations to determine the differences between 1912-1913 and 1914-1915 addresses.

Street	To determine 1914-1915 Numbers:
16 th St.	Add 100 to 1912-1913 numbers
Beardsley St.	Add 100 to 1912-1913 numbers
Boston Ave. southeast of S. 26 th St.	Add 2500 to 1912-1913 numbers
Cesar Chavez Pkwy.	Add 100 to 1912-1913 numbers
Dewey St.	Add 100 to 1912-1913 numbers
Evans St.	Add 100 to 1912-1913 numbers
Harbor Dr. northwest of S. 26 th St.	Add 1400 to 1912-1913 numbers
Logan Ave. northwest of S. 26 th St.	Add 1400 to 1912-1913 numbers
Logan Ave. southeast of S. 26 th St.	Add 1500 to 1912-1913 numbers
Main Ave. northwest of S. 26 th St.	Add 1400 to 1912-1913 numbers
Main Ave. southeast of S. 26 th St.	Add 2500 to 1912-1913 numbers
National Ave. northwest of S. 26 th St.	Add 1400 to 1912-1913 numbers
National Ave. southeast of S. 26 th St.	Add 2500 to 1912-1913 numbers
Newton Ave. northwest of S. 26 th St.	Add 1400 to 1912-1913 numbers
Newton Ave. southeast of S. 26 th St.	Add 2500 to 1912-1913 numbers
Rigel St.	Add 1500 to 1912-1913 numbers
Sampson St.	Add 100 to 1912-1913 numbers
Sicard St.	Add 100 to 1912-1913 numbers
Sigsbee St.	Add 100 to 1912-1913 numbers
Siva St.	Add 100 to 1912-1913 numbers
S. 26 th St.	Add 100 to 1912-1913 numbers
S. 27 th St.	Add 1500 to 1912-1913 numbers
S. 28 th St.	Add 1500 to 1912-1913 numbers
S. 29 th St.	Add 1500 to 1912-1913 numbers
S. 30 th St.	Add 1500 to 1912-1913 numbers
S. 31 st St.	Add 1500 to 1912-1913 numbers
S. 32 nd St.	Add 1500 to 1912-1913 numbers
Thor St.	Add 1500 to 1912-1913 numbers
Una St.	Add 1500 to 1912-1913 numbers
Vesta St.	Add 1500 to 1912-1913 numbers
Woden St.	Add 1500 to 1912-1913 numbers

* compiled from Sanborn Fire Insurance Maps and Brandes 1983

APPENDIX E

**Notable Places, People, and Groups Identified by the
Logan Heights Historical Society**

Notable Places, People, and Groups Identified by the Logan Heights Historical Society

The Logan Heights Historical Society *Memory Album*, compiled in 2000, contains a list of Logan Heights places, people, and groups from the early 20th century to the present. Although the list is not specific to Barrio Logan (it includes the entire neighborhood of Logan Heights), the list has been reproduced below for reference.

Businesses		
ABC Brewery	El Porvenir Tortilleria	Molina Transmission
Agundes Auto Repair	Fed-Mart	Montez Market
Amador Market	Firestone Tire	Moreno Market
Anita's Café	Food Roofing Supply	Neighborhood Café
Benson's Lumber	Fornaca Bakeries	Pepsi-Cola
Campos Market	Galloway Pharmacy	Potts Second Hand
Carlos Cleaners	Gamboa Barber Shop	Pragers Department Store
Charlie's Cleaners	George Ruiz Liquor	Roth Department Store
Chief's Gas Station	Goldstar Taco	Safeway
Chiquitas Bakery	Gomez Gas Station	Sam's Market
Chuey's	Harbor Bay Co.	Santos Restaurant and Tortilla Shop
Clancy's Bay & Café	Hikel's Liquor Store	Sawaya Brothers
Colmenero's Market	Holiday Market (1 st drive-thru and self-serve gas in Logan)	Shannon Restaurant
Corona Furniture	Joe's Baber Shop	Slim's Gas Station
Cuatro Milpas	Johnson's Printing	Stiver's Jewelry Store
Dickenson Auto Parts	La Central Market	Tom's Market
Dominguez Restaurant	Langendorf Bread	Universal Furniture Store
Doria Pharmacy	Louie's Transmission Repair	Valenzuela's Market
Eastside Brewery	Main Street Surplus	Weber's Bread
Ed Taylor Cleaners	Maio Bros. Shoe Repair	Wright's Party Supply
El Carrito	New Mexico Café	Ye Copper Kettle
	Maya Tortilleria	

Artists	
Jose Diaz	Richard Romio
Cantinflas Ortiz	Salvador & Gloria Torres

Singers/Musicians		
Steve Andrews	Benny Hollman	Penny Brothers
Preston Bradley	Gloria Hurtado	Horace “Tati” Pina
Leonard Elston	Leroy Kenniston	Floyd Richardson
Manuel Estrada	Clyde Lamar	Junior Robles
Proncell Foster	Peggy Yancy Meniffee	Chato Ruiz
Larry Green	Ronnie Montoya	Charlie Tinker “Tinkerbell”
	Rachael Ortiz	

Personalities		
Frank, The Educated Wino	Horobado-Pool Hall	Robert “Baba” Martinez
Chuey Garcia	Pelon Johnston	Manuel “Tortilla” Ojeda
Hobo Joe	Kikiriki	Mosquito
Al Holloway	Lupita	Merlin Pinkerton
	Margarita	

Boxers		
Ernie (Dido) Cuadras	Archie Moore	Johnny “The Bandit” Romero
King Arthur Gonzalez	Charlie Powell	George Stamos
	Yrenio (Jr.) Robles	

Bars		
10-20 Club	Hi-Ho Club	Pete’s Place
19 th Street Club	Honest Louie’s	Pistol Two
38 th Street Club	Jack’s Island	Porky’s Place
Circus-Circus	La Bamba	Silver Slipper
El Sarape	Logan Inn	Two Roses
	Lucky Lady	

Police		
Rosario Jose Colmenero (reserve)	Manuel Guaderrama	Jr. Washington
Ron Collins	Manuelito Smith	Johnny Williams
	Manuel Smith, Jr. (Sukey)	

Theaters		
The Coronet	The Metro	The Victory

Doctors		
Dr. Ching	Dr. Singleton	Dr. Teske
Dr. Hara	Dr. Francis Tanaka	Dr. Tully
	Dr. Roy Tanaka	

Schools		
Anthony Home – School	Logan Elementary	San Diego High
Burbank Elementary	Lowell Elementary	Sherman Elementary
Emerson Elementary	Memorial Jr. High	Snyder Continuation
Juvenile Hall – School	Our Lady of Angels	Stockton Elementary
	Our Lady of Guadalupe	

Educators	
Armando Rodriguez	Rene Nunez

Sports		
Dick Delgado	Pinkerton	Chickie Rodriguez
Augie Escamilia	Charlie and Art Powell	Ezell Singleton
H.D. Murphy	Floyd Robinson	Robert Thorpe
Neighborhood House		William J. Oakes Boys Club

Icons		
Calvary Baptist	Cliquot Club	Metodista Libre
Christ the King	Golden Arrow Dairy	St. Ann's
	Guadalupe Church	

Gangs/Clubs		
25 th Street Gang	Chuckers (formerly Black Angels)	Little Valle
Los Amigos	The Counts	Los Lobos
Be Bops	The Demons	Madonnas
Bean Bandits	The Drifters	Nightriders
Black Angels	El Valle	Red Steps
The Blue Velvets	Los Gallos	Shebas
Caballeros	The Jr. Levi Gang	Southeast Youth Council
The Cherry Gang	The Levi Gang	Talons
Los Chicanos		Yellow Jackets

APPENDIX F

**Logan Heights Historical Society
“MEMORY ALBUM”**